

# THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST

No. 4164. - VOL CLIV

SATURDAY, FEBRUARY 8, 1919

ONE SHILLING.

The Copyright of all the Editorial Matter both Engravings and Letterpress is Strictly Reserved in Great Britain, the Colonies, Europe, and the United States of America.



## PIONEERS OF GOODS TRANSPORT BY AIR: HOW THEY BROUGHT THE GOOD FOOD FROM FOLKESTONE TO GHENT.

The world is about to realise the vision of the poet who "saw the heavens fill with commerce." The first aerial goods transport service was recently inaugurated by Aircraft Transport and Travel, Ltd., with the approval of the Air Ministry and the Belgian Government, between Folkestone and Ghent. By this means British manufacturers have been enabled to export to Belgium much-needed supplies of food, clothing, and other

necessities, which had been held up owing to congestion at the Belgian docks. It was arranged that the first flights should be made from Folkestone, to the Belgian aerodrome outside Ghent, and later to extend the service to Brussels and Antwerp. As the British Government's ban on civil flying could not be withdrawn in an individual case, the machines were flown by Service pilots of the R.A.F.

PHOTOGRAPH BY C.N.





By G. K. CHESTERTON.

A RATHER curious remark was made in a recent issue of the *New Age*, a very able organ entirely on the national side during the war, but somewhat fanciful, I think, in its international ideas about the peace. It was, roughly, to the effect that France should aim at some sympathetic understanding with Germany, on the ground that, when all is said and done, France can never have any permanent protection against Germany except such an understanding. There are a great many things that might be said about this suggestion, on the face of it. One is that even the author of the suggestion seems to admit that it is difficult to imagine it; and it may be submitted that even the wildest poet will be well advised if he does not demand what he cannot even imagine. Another, of the more practical—or, perhaps, cynical—sort, is the fact that if France and Germany ever did combine, they would most probably combine against us. A third, and that the most simple and stringent of all, is the fact that, if France is thus really left dependent on the desires of Germany, we have certainly lost the war.

Nevertheless, this suggestion about Franco-German relations raises an interesting question. It is not easy to know at what end to begin, but, in the hope of getting nearest to the nerve of the truth, I would ask the reader to consider a short passage which I read the other day in that very bold and brilliant paper, *L'Action Française*. I have not the paper at hand, and I apologise if my translation from memory is not correct in the details—I think it is substantially correct in the idea. The writer observed, as a Frenchman writing of Germans: "We have lived on good terms with them; we have civilised them, always so long as they were not possessed of that dominating political element of Power, which they have never yet used except to the hurt of others." This thesis, in effect, treats the problem of the Germans as the problem of the barbarians, or at least of the semi-barbarians. And the point of it is that the barbarian is to be trusted anywhere except on top. Whether or no the sentiment is to be accepted about Germans, it is a sentiment very frequently felt about savages. It describes exactly a certain double attitude towards the negro, which is nearly always developed in actual dealings with him. The literature of the old gentry of Virginia or Carolina, for instance, seemed simultaneously to paint the negro blacker than he was and prove he was not so black as he was painted. He could be a nurse for the children, and yet a nightmare for the men and women.

I am not discussing the balance of justice between these judgments, or how far it was really possible to take pleasure in Uncle Remus

without peril from Mumbo Jumbo. I only say the paradox was a fact, and the fact a paradox; the white man may seem to have laid down the principle that white was black; but they laid it down in black and white. The same society that was in one aspect founded on fear of the negro was in another aspect full of affection for the negro. A hostile critic would, of course, say that it was founded on fear of the free man, and was only full of affection for the slave. But it can hardly be dismissed thus, for the double



CELEBRATING THE ARMISTICE AT SIMLA: INDIAN DANCERS AT A FAIR HELD ON THE RIDGE ON NOVEMBER 23.

tradition has not disappeared with slavery. Americans still speak genially of niggers; but the most genial still agree that success means swagger. Even sympathisers with the negro's sports will agree that, when engaged in the cake-walk, he takes the cake. I am not, as will appear presently, comparing any Europeans to the extreme case of the negro, but it is impossible to name him

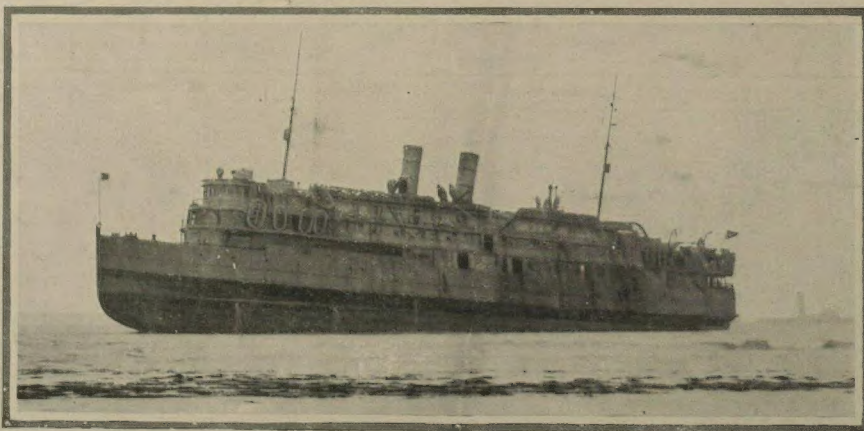
then he did barbarous things. Being given equality, he turned it into inequality; and, having taken the cake, he tried to eat it and have it too.

Again, even those who are enthusiastic for the Turks when they fight, or even when they pray, are less enthusiastic for them when they rule. Even those who have really felt the Turk to be a grand fellow have felt it least about the Grand Turk. Generally speaking, whatever we may think of Oriental religions and philosophies, they are rather better than Oriental Governments. Nor, it may be noted once more, does this distinction vanish merely because they become representative Governments. We remark here the same persistent problem we have remarked in the negro parliaments. The Reform Government of Turkey became the tool—or rather, the torture-engine—of Prussia; and the Young Turk was much more like Abdul the Damned than Abou Ben Adhem. Parliament is not a panacea, in short, for all shades of semi-barbarism. The Turk may be a gentleman, but he is never less of a gentleman than when he is a right honourable gentleman. And I doubt whether the Armenians minded much whether they were exterminated by Act of Parliament or as an Act of God.

We can at least learn from history what does and does not necessarily civilise barbarism. And I think it the plain fact of history that the mere ballot-box does not—that mere voting in that sense is already sufficiently mechanical to be easy for savages. In any case, it is always easy for the outsider to adopt our fashions, though not our customs; and this is equally true of philosophical fashions. The nigger who wears European clothes is as likely to wear new clothes as old clothes—perhaps more likely.

The King of the Cannibal Islands may be represented in an old top-hat; but there is no law of nature to prevent him from procuring a new top-hat. Nor is there any difficulty in getting hold of those new philosophies that are almost as superficial as hats in their imposition on heads. But, as a matter of fact, it may well be doubted whether a hat worn indoors, in the parliamentary fashion, is not rather an old hat than a new one. It may well be asked, for instance, whether the Germans are not pursuing parliamentarism while the English are wearying of it. There is one fact I have never seen noticed about Frederick the Great and the

founding of Prussian militarism. It is that, while he was modelling himself on something that was strong, he was also modelling himself on something that was moribund. His model was the monarchy of military France—not when it was firmly founded in the Middle Ages, but just before it fell into the chasm of the French Revolution. It might well be argued that the barbarian begins copying too late.



A TROOP-SHIP STRANDED OFF THE ISLE OF WIGHT: THE "NARRAGANSETT" ASHORE NEAR BEMBRIDGE, AND A TUG TRYING TO DISLODGE HER.

The American troop-ship "Narragansett" with 3500 British and Overseas troops on board went ashore in a snowstorm off Bembridge in the early hours of February 1. No lives were lost, and the troops were taken off by destroyers, tugs, and a train-ferry boat. At the next high tide, when the ship was standing considerably above her high-water mark, tugs tried to tow her off, but without success.

Photograph by Sport and General.

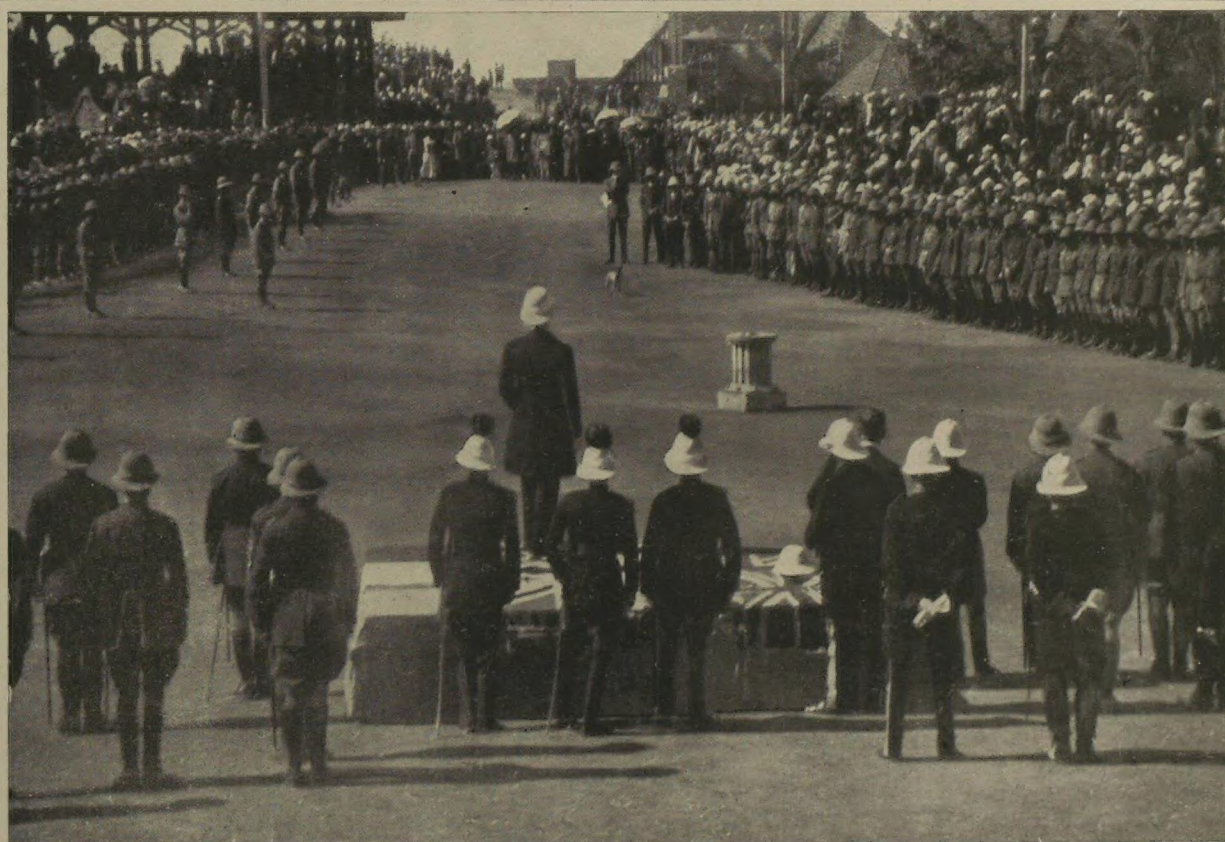
without remembering something very relevant to the present European revolution. Those who know the cruel and crazy history of the Reconstruction, the negro reign of terror after the murder of Lincoln, know that the unfortunate African was never subjectively so much above himself, or objectively so much below himself, as when he was suddenly given representative institutions. It was



## SIMLA'S ARMISTICE REJOICINGS: THE VICEROY'S PROCLAMATION.



THE FAIR HELD ON THE RIDGE AT SIMLA IN CELEBRATION OF THE ARMISTICE: PART OF THE CROWD WATCHING SIDE-SHOWS.



THE VICEROY OF INDIA ANNOUNCING THE ARMISTICE AT SIMLA ON NOVEMBER 12, 1918: LORD CHELMSFORD READING THE PROCLAMATION.

On November 12, the day after the signing of the Armistice, the Viceroy of India, Lord Chelmsford, read a proclamation announcing the news at Simla, where the occasion was celebrated by a Fair held on the Ridge. On the 11th, it may be recalled, the King-Emperor had sent a cable to the Viceroy, in which he said: "India has played a part worthy of

her martial qualities and high traditions. She has fulfilled my faith in her single-minded devotion to my person and Empire. She has vindicated my confidence in her destiny. The bond of brotherhood proved by partnership in trials and triumphs will endure in years to come when the reign of justice is restored, and the blessings of peace are renewed."



# THE WESTERN FRONT AS IT APPEARS TO-DAY. LEAVES FROM OUR ARTIST'S SKETCH-BOOK.

DRAWN BY OUR SPECIAL ARTIST, R. CATON

WOODVILLE, WHO HAS JUST RETURNED FROM FRANCE.



1. STILL AS IT WAS AFTER THE GERMANS SHELLED IT: THE MEAUBEUGE-LE CATEAU ROAD. 2. A PATHETIC FIGURE AMID THE DEVASTATION AT SOISSONS: A WIDOW AT WHAT WAS HER HOME. 3. BRITISH MILITARY POLICE IN AN OCCUPIED TOWN: SOLDIER AND WORKMAN.

Mr. R. Caton Woodville, the well-known war-artist, who has just been visiting various places along the Western Front, has recorded in these sketches some of the interesting things he saw. The drawings speak for themselves, and need but little in the way of comment. Regarding No. 6, however, he has noted that all the towns which the Germans had occupied have their walls covered with German posters including invocations as to the captivity of air-raid shelters, road directions, and notices concerning the various headquarters. The sentry-box seen in

- UNTOUCHED, THOUGH EVERYTHING AROUND WAS SMASHED BY SHELLS: A CALVARY NEAR LA FERRE. 5. GERMAN PRISONERS MENDING FRENCH ROADS UNDER BRITISH SUPERVISION: A "P.W." SQUAD. 6. "CELLAR FOR 30 MEN": GERMAN AIR-RAID SHELTER INSTRUCTIONS AT MONS.

The illustration, which was drawn at Mons, was still painted in German colours, though occupied by a British soldier. Other sketches show something of the havoc wrought in Northern France by the Germans, and it may be of interest to mention that the Mayor of Lille has invited deputations of English women to come over and see for themselves the ruin caused by an enemy who is now "attempting to excite pity at the hands of his conquerors." (Drawings Copyrighted in the United States and Canada.)



# LONDON TAKES TO WALKING: INCIDENTS OF THE TUBE STRIKE.

PHOTOGRAPHS BY SPORT AND GENERAL, ILLUSTRATIONS BUREAU, PHOTOPRESS, FARRINGTON PHOTO. CO., AND L.N.A.



MORE COMPETITION FOR ALREADY OVERCROWDED 'BUSES: A SCENE AT THE ELEPHANT AND CASTLE.



LONG ODDS AGAINST GETTING A PLACE: ANOTHER TYPICAL MOTOR-'BUS QUEUE IN LONDON.



CONFLICTING PLACARDS: THE ELEPHANT AND CASTLE TUBE STATION CLOSED AND IN CHARGE OF POLICE.



UNDERGROUND TO NOWHERE: POSTERS REFUTE ADVERTISEMENTS AT A WEST END TUBE STATION.



OUR GALLANT DEFENDERS SUFFER: SOLDIERS HOME FROM OVERSEAS OBLIGED TO WALK WITH HEAVY PACKS.



TYPES OF THE PEOPLE WHO HELD UP THE TUBES: A GROUP OF STRIKERS—MOTOR-MEN AND LIFT-GIRLS.

Although considerable inconvenience was caused to those who live at a distance from their work, and among others to soldiers returning from foreign service, London as a whole took the effects of the Tube strike begun on February 3 in a philosophical spirit. The stoppage of the Tubes threw a still greater pressure on the already too few and overcrowded motor-'buses, and many people had to resort to Shanks's pony to reach their

destination. They grumbled at the waste of time, but the exercise was doubtless good for them. Walking may be the slowest way to anywhere, but it is certainly the healthiest. We need not enter here into the merits or demerits of the strikers' case, but if they hoped to paralyse London, they did not succeed. To inflict serious and widespread discomfort was, however, achieved by the most unfortunate dislocation of traffic in most districts.



## THE WIND TUNNEL.



By Lieut. R. ROLLESTON WEST, D.S.O., A.M.I.C.E.

(See Illustration on Page 173.)

THE science of full-scale aeronautics is more than any other handicapped by the danger attending tests of new ideas. The automobile engineer may try any type of engine, carburetter, gear-box, or other part, and in the event of a breakdown the worst he may expect is a walk home. In full-scale test-flying, however, the aeroplane is either correctly designed or the pilot probably does not live to correct it. It therefore becomes absolutely essential that reliable data as to the performance of a new type should be obtained before leaving the ground. With this object the wind tunnel was designed, and it is upon tests carried out in this apparatus upon models accurately constructed to scale that all predictions are ultimately based.

It is obviously impracticable to measure the forces on a model which is being carried rapidly through the air; but all movement being relative, exactly the same effect is obtained by blowing air rapidly past a stationary model. This is what is

done in the wind tunnel. This consists essentially of a fan sucking air through a tunnel at speeds up to sixty miles per hour. The model is set up on two balances by which all possible forces affecting it can be measured. Such are the "lift," the "drag," or head resistance, and the tendencies of the aeroplane to turn about any axis. These latter tendencies are known as pitching, rolling, and yawing moments, and constitute the stability of the machine.

The "lift" is generally obtained in two parts—that of the wings and that of the tail. The former is measured on the overhead balance, and the latter by a special setting of the main balance below, as shown. From the relative magnitude of these two forces the tendency of the aeroplane to pitch may be calculated. The "drag" is obtained on the main balance alone, as illustrated; the proportion of "lift" to "drag" being a measure of the efficiency of the machine. Rolling and yawing moments can also be obtained by special settings.

The balances designed at the Aircraft Manufacturing Company, Hendon, are capable of measuring forces as small as 1-10,000th of 1 lb.

To obtain the effect on a full-scale machine, these forces, after very numerous corrections, have to be scaled up according to a formula involving the relative sizes and the squares of the velocities. It follows that the air velocity in the tunnel must be very accurately known, as doubling the velocity quadruples the forces. This is calculated from the pressure drop or suction in the tunnel; for if the fan is sucking very hard the velocity is great, and *vice versa*. The pressure is measured by a delicate instrument known as a liquid manometer (see illustration), which by suction causes water to overflow from a tube until corrected by tilting the instrument sufficiently so as to leave a drop of water stationary on the top of the tube. Pressures as low as 1-100,000th of an inch of water may be measured.

## THE NECESSITY OF THE MIDDLE CLASSES.



By E. B. OSBORN.

IN Russia the hand has rebelled against the brain, and for fifteen months—which is but a moment, after all, in the life of so multitudinous a people—the extirpation of the middle classes has proceeded without hindrance in the two capital cities. The stark, relentless spirit of Lenin, using as its instruments the bitter "intellectuals" of the ancient ghettos released to take vengeance on the society that interned them there, is pressing the first great Marxian experiment to its logical conclusion. Lenin, like Robespierre, is a man of incorruptible honesty who has a fanatic's faith in his social philosophy; in days to come the two will be remembered together as crowning examples of the evildoer whose immorality justifies itself by a non-moral logic.

The lives of such men show that an idea, if it be not controlled by a knowledge of human needs, may become for a while the deadliest danger to humanity. One admires such men as Milton's Satan is admired—there is, it must be admitted, a touch of the heroic in the ruthlessness with which they untie all the "nots" in the Ten Commandments in the hope of realising what seems to them a sure ideal of social betterment. Lenin, it is clear, will stick at nothing to achieve his ends. He will, if he can, destroy trade in order that the trader may be eliminated; and

we can see already that he intends the destruction of Petrograd, Peter the Great's "window looking into the West," which was, and again will be, the capital of Russia's intercourse with the Western world.

Meanwhile, even in this ancient home of reasoned liberty, the plague of Leninism is visibly at work. And wherever it is working the alien Jew can be dimly discerned in control; it is so in London and on the Clyde, and probably also in Belfast. When the strikers come to their senses again, and see they have been the dupes of alien revolutionaries, they will turn and rend the wire-pullers from the East-End of Europe. Then, no doubt, it will be possible to exclude undesirable aliens from our country: the vast majority of British workers, knowing how they behaved during the air raids, would welcome such a social reform. The made-in-Britain Bolsheviks are a very small fraction of the community. But there are a great many half-Bolsheviks who are inclined to think that the elimination of the middle classes by legislative means, if possible, would bring about for themselves a social millennium. Is it possible to explain to them that their theory is confuted by the object-lessons of history?

Twice at least in the history of the world great communities have been reduced to impotence by

penalising the brain-power of commerce. The economic collapse of Athens and her reduction to the status of a kept city, a sort of philosophic museum, was chiefly the result of throwing the support of the mob entirely on the shoulders of the business classes. The decay of the Roman Empire was even more manifestly the outcome of a similar policy.

In the third and fourth centuries the middle classes, or *curiales*, were saddled with the whole weight of an ever-increasing taxation. The *curial* had less freedom than a milch-cow. If he travelled, it was a crime against his city; after a five years' absence his property was confiscated. He was not allowed to dispose of his property. In some laws he was denied the asylum of the Church, along with insolvent debtors and fugitive slaves. He often fled to a hermitage, or hid himself among miners and lime-burners. This fiscal tyranny destroyed the energy and enterprise of the Roman business communities, and the whole polity became at last too weak to keep out the barbarian. The same thing will happen to us if the middle classes be enslaved or put out of action—and then the only remedy would be to remove their economic chains or create a new middle class. It is in the latter necessity that the Trotskys of our age hope to find a personal profit.

## MARKETING HOME-GROWN FOOD.



By S. L. BENSUSAN.

DURING the coming season we are likely to witness a marked advance in the conditions under which thousands of allotment-owners, smallholders, and small farmers will be able to market their produce. Hitherto, men, women, and children have been encouraged to grow as much food as possible, but no steps have been taken to help them to dispose of it when grown. The result has been that, while townfolk have been asked to pay very high prices for common fruit and vegetables, and extortionate prices for the better kind, tons of both sorts have gone to waste in rural areas. To give an example—last spring I had at least five hundred fine cauliflowers running to seed, while it was impossible to buy such cauliflowers in London shops for less than fifteen or eighteenpence apiece. With a railway station five miles away, no proper baskets, and no means of transport, there was a very natural hesitation to send to London—particularly as shop prices bear no relation to those that the grower receives from the simple, helpful market man. Experience teaches most of us to consign to London nothing that is perishable. It has an unfortunate tendency to arrive at the moment when there is a sudden and

unexpected glut. Soon after the consignment is disposed of, a great scarcity supervenes, but there are no traces of this on the remittance. To purchase baskets, sieves, half-sieves, and the rest at war-time prices is not only a foolish extravagance, but is an addition to outbuildings that suffer from chronic over-crowding.

Very many counties have adopted the scheme, or some modification of the scheme, propounded early last year by the Food Production Department of the Board of Agriculture. They have appointed a competent man with knowledge of the markets, and propose to have depôts in every village. In this way not only will the small growers—the men who raise food by the bushel or the hundredweight—be able to reach a market without giving to the work the time they ought to be spending upon actual food production, but each county will be enabled to be self-supporting to a greater extent than was possible hitherto. To give another example of the old system, I may point out that the county from which I write raises less than half the potatoes it consumes—very wisely, for the soil is seldom suited to the crop. But the potatoes it

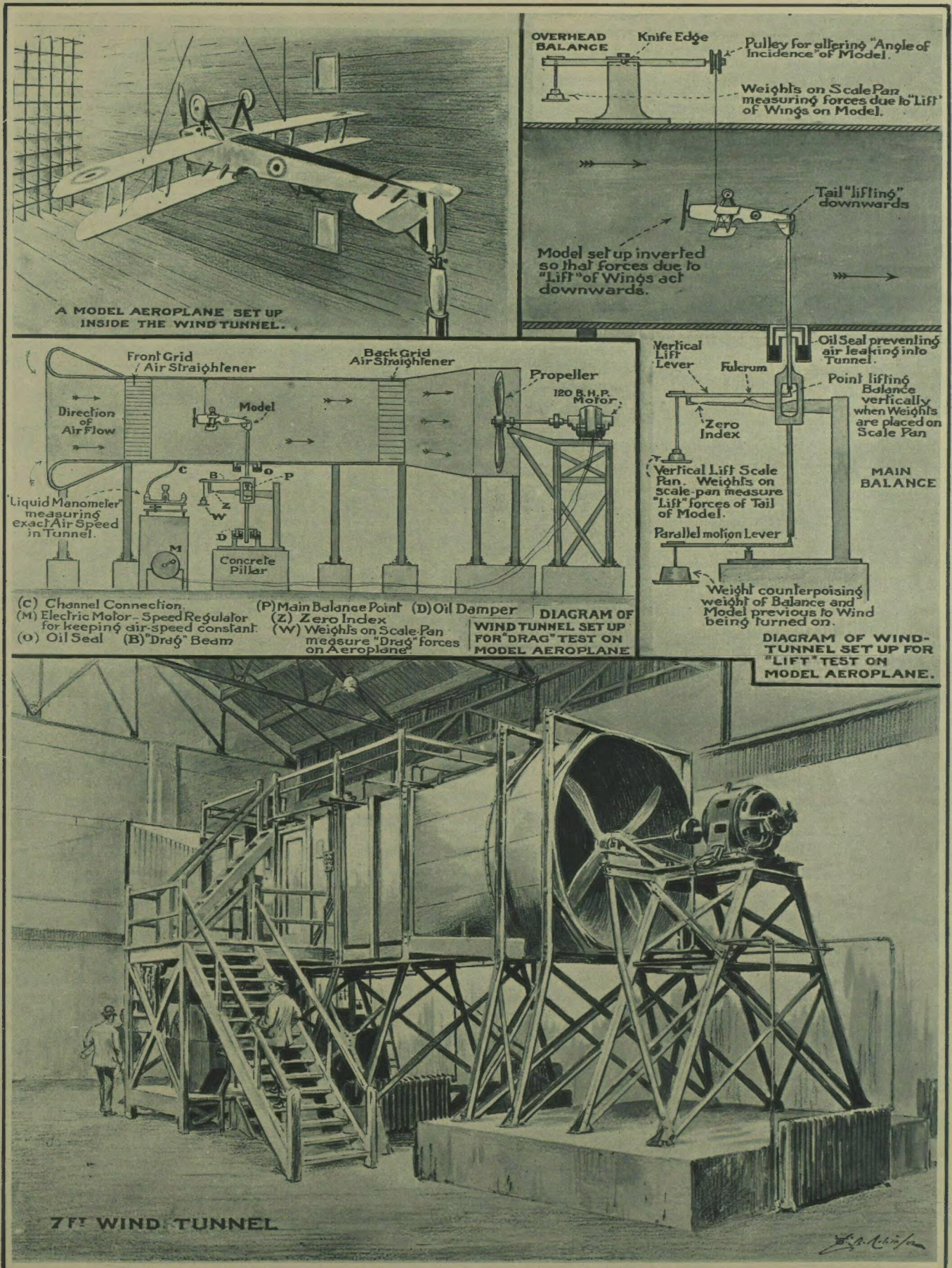
does grow are sent by the truck-load to town, and those it consumes come from all parts of England. On, perhaps, fifty thousand tons there was a double carriage a year ago at a time when the shortage of waggons and labour was most acute.

The new scheme should alter all this, and we must be content to remember that it is never too late to mend. In future the growers who enter into the marketing scheme will know that their labours will not be undertaken in vain. The certainty of sustained supply will be an encouragement to those who wish to set up canning or drying factories in rural districts where conditions of life are pleasant and land may be bought at a comparatively low price. It is just the lack of markets that has broken so many of the men and women who have endeavoured of late years to leave town and live in the country. Hitherto, when they have mastered the 'prentice craft of their new following they have been able to raise crops in abundance, only to find them unsaleable. In the long run the rats have had most of the rewards of their hard labour, and that is why there are more rats than ever in England to-day.



# ELIMINATING RISK FROM AEROPLANE TESTS: THE WIND TUNNEL.

DRAWN BY OUR SPECIAL ARTIST, W. B. ROBINSON.



## THE WIND TUNNEL: A WONDERFUL MECHANICAL DEVICE FOR TESTING NEW AEROPLANES IN MINIATURE.

The testing of new types of aeroplanes in the air is naturally attended by grave risk, as a defect in the machine may have disastrous consequences to the pilot. Such danger is avoided by a wonderful mechanical device, known as a Wind Tunnel, in which the capacities of a new machine can be tested in a miniature model, made on a scale proportional to a full-size machine, and subjected to various air pressures. The Wind Tunnel here

illustrated was designed by Lieut. R. Rolleston West, D.S.O., A.M.I.C.E., of the Aircraft Manufacturing Company, Hendon. Elsewhere in this number is an article by him explaining the details of the apparatus, as illustrated in the above diagrams. "This consists essentially," he writes, "of a fan sucking air through a tunnel at speeds up to 60 miles per hour."—[Drawing Copyrighted in the United States and Canada.]



*Tanks for Smoke-Screens Covering an Infantry Advance: A War Reminiscence.*

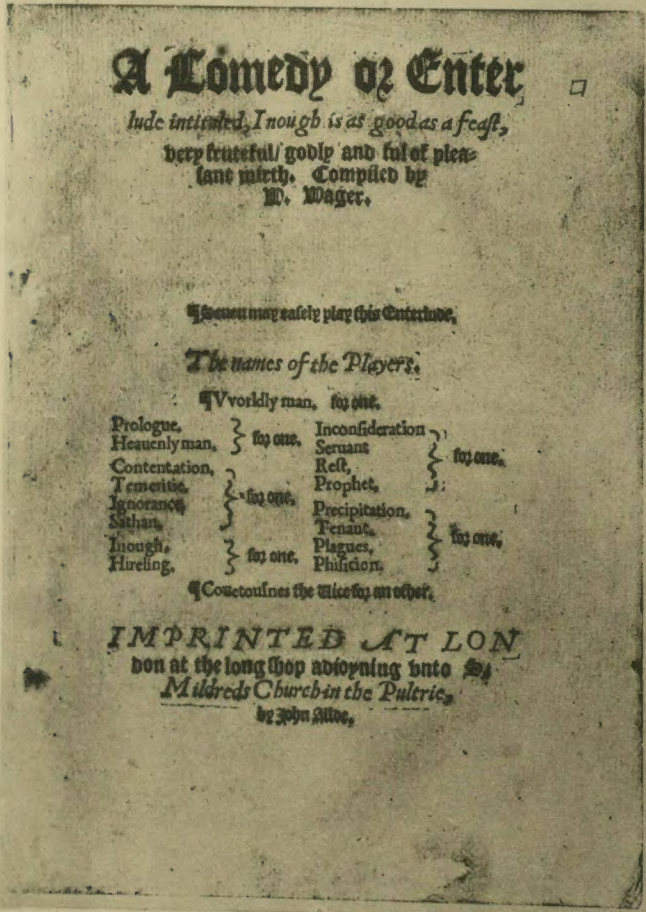


A TACTICAL DEVICE NOT ILLUSTRATED DURING HOSTILITIES: A TANK CREATING A SMOKE-SCREEN TO CONCEAL ADVANCING TROOPS.

As our photograph shows, the Tanks had other uses besides battering down enemy defences. They not only cleared the way for advancing infantry, but concealed them by creating

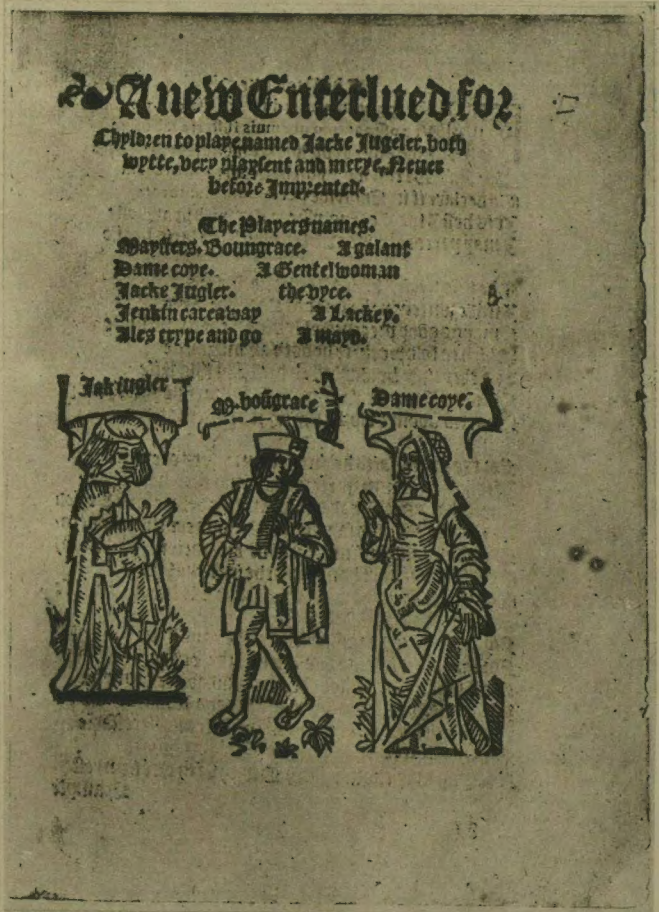
smoke-screens, as destroyers do for ships at sea. The illustration reveals the method, showing troops advancing under cover of smoke-clouds emitted by a Tank.

*Sixteenth Century Quarto Plays in the Sale-Room: The Mostyn Collection.*



DATING FROM ABOUT 1560-1565, AND APPARENTLY UNIQUE: THE TITLE-PAGE OF "INOUGH IS AS GOOD AS A FEAST," BY WILLIAM WAGER.

Great interest has been aroused by the announcement of a forthcoming sale at Sotheby's, to begin on March 20, of a very important collection of early English plays in rare quarto editions, the property of Lord Mostyn, of Mostyn Hall, Cheshire. Other plays from the same source were sold anonymously in 1907, and were mostly bought at high prices by American collectors. The most interesting item in the new sale is an unrecorded and probably unique edition of the comedy "Fedele and Fortunio," the foundation play of



DATING FROM ABOUT 1562 AND APPARENTLY THE ORIGINAL EDITION: THE TITLE-PAGE OF "JACK JUGGLER."

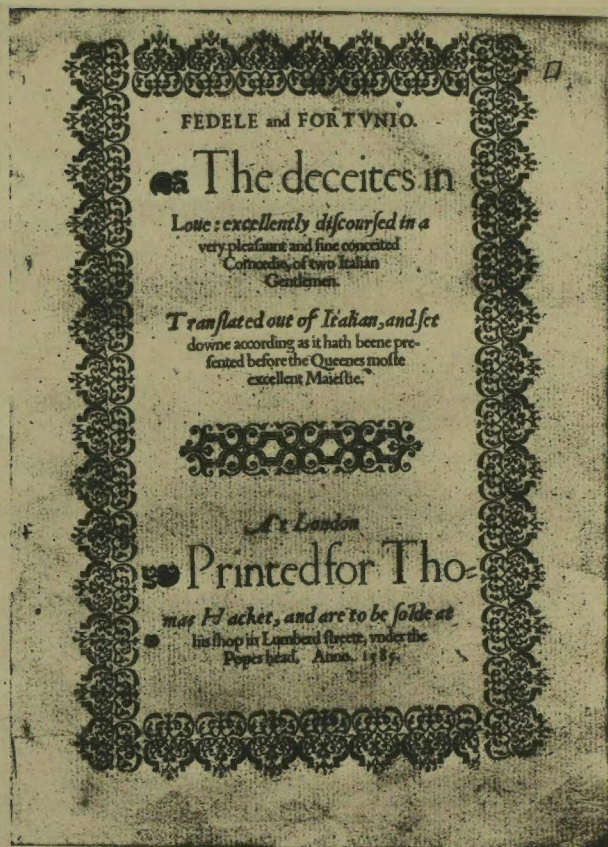
Shakespeare's "Two Gentlemen of Verona." The title-page is illustrated here on our right-hand page. The authorship is ascribed by Hazlitt, Collier, and Greg to Anthony Munday. The Italian original, called "Il Fedele," by Luigi Pasqualigo, was printed at Venice in 1576. A few notes may be added regarding the other plays whose title-pages we reproduce. William Wager's comedy, "Inough is as Good as a Feast," is not recorded by Hazlitt, or the Dictionary of National Biography, or in Greg's Handlist of

[Continued opposite.]

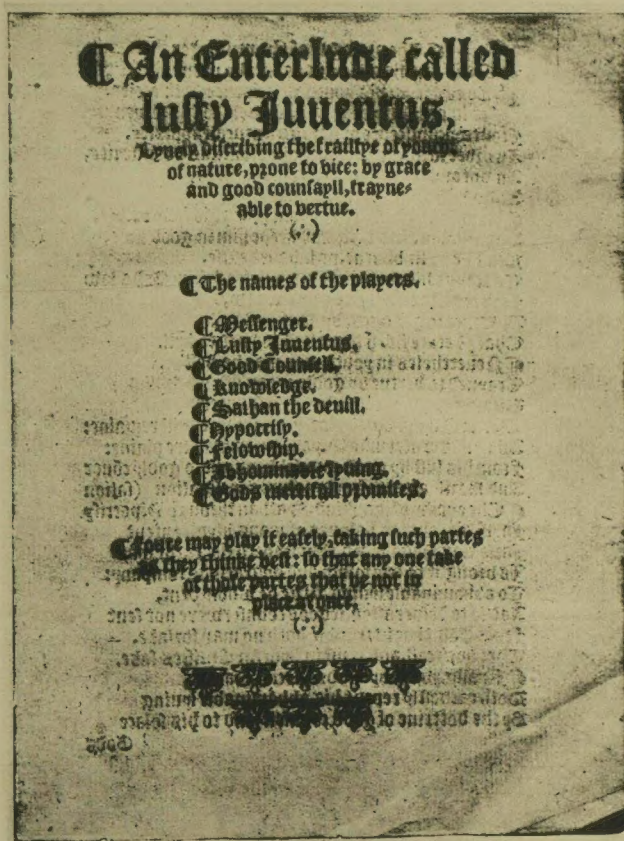


## A PLAY SHAKESPEARE USED: AND OTHERS: THE MOSTYN QUARTOS.

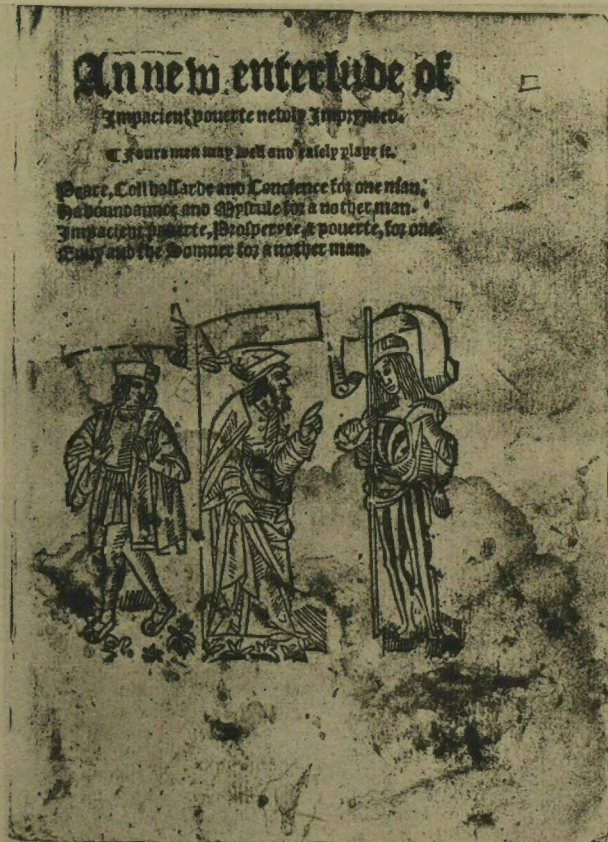
BY COURTESY OF MESSRS. SOTHEBY, WILKINSON, AND HODGE.



THE FOUNDATION PLAY OF "THE TWO GENTLEMEN OF VERONA": THE TITLE-PAGE OF "FEDELE AND FORTUNIO," DATED 1585.



AN UNRECORDED EDITION, AND PROBABLY UNIQUE: THE TITLE-PAGE OF "LUSTY IUVENTUS," BY R. WEVER (UNDATED).



APPARENTLY AN UNRECORDED EDITION: THE TITLE-PAGE OF "IMPATIENT POVERTY," OF UNKNOWN AUTHORSHIP AND DATE.

*Continued.]* English Plays. The edition of "Jack Juggler" is apparently the original one, hitherto unrecorded and probably unique. Greg mentions another edition formerly in the Devonshire collection. The edition of Wever's "Lusty Iuuentus," which is entirely unrecorded and probably unique, was printed by John Awdeley, "dwelling in litle Britayne strete without Aldersgate." The date is not given. The quarto of "Impatient Poverty," apparently unrecorded, bears no date, place, or printer's name. Two of the wood-cut



WRITTEN BY HENRY MEDWALL, PROBABLY BEFORE 1520: A "GODLY INTERLUDE" KNOWN AS "FULGENS AND LUCRES."

figures on the title-page appear also on that of "Jack Juggler," printed by William Copland in Thames Street about 1562. Henry Medwall's "Fulgens and Lucres" was printed by John Rastell, "dwellynge on the south syde of Paulys Chyrche," probably before 1520. The existence of this Interlude has hitherto been known only from a fragment of two leaves in the British Museum, which did not disclose its authorship. This comedy has nothing to do with Lucretia, the wife of Tarquinius.



# THE WORLD OF FLIGHT

## ON THE SALVAGE OF THE R.A.F.—II.

By C. G. GREY,

Editor of "The Aeroplane."

IN the last article on this page one described as briefly as might be the way in which the obsolete, useless, or discarded aeroplanes of the Royal Air Force are being sent to the various National Aircraft Factories, there to be taken to pieces and "reduced to produce"—otherwise, to be dissembled into their original component parts. One proposes now to indicate some of the uses to which some of these parts can be put, partly in the hope that readers of this paper, when they hear strange tales of the waste of money and labour and material in taking finished aeroplanes to pieces again, may be able to say that the work is not being done simply for fun; and partly in the hope that readers of an ingenious turn of mind may be invited to think out new and original ways of using the material which is being "salvaged." Any suggestions in this direction will be gratefully received by the present writer, and will be passed on to the hard-working officers who are trying to save the nation's money, and are, one hears, being blamed for wasting it.

*Imprimis*, one had better explain, for the benefit of those who have not seen the previous article, that an obsolete aeroplane which has been long in store is a death-trap. It can be flown, but it would be a crime for the Air Ministry to allow anyone to fly it, or to sell it with the knowledge that it would be flown. But, as the machine contains a quantity of valuable material and fittings, it is desirable to save these and get back for them as much as possible of the taxpayers' money. Therefore these machines are being "reduced to produce" under the instructions of the Salvage Department of the Department of Aeronautical Supplies. Furthermore, besides the component parts recovered from these machines, there are vast quantities of spare parts already delivered, and partly manufactured parts ordered but not delivered, which have to be taken over and paid for by the Department of Aeronautical Supplies; and it is the work of the salvage department to do the best it can with these also. It is necessary to understand that, except for the navigating instruments such as compasses, clocks, speed-indicators, revolution-indicators, altitude-metres—and a few other things such as turn-buckles for adjusting the length of wire, nuts and bolts, and a certain amount of wire—none of the salvage material is of the slightest use for the building of 1919 or 1920 type aeroplanes. Therefore the Salvage Department is faced with the problem of finding buyers for the rest of the material at a price which is better than scrap-price. Take, for example, an obsolete type of engine of 100-h.p. or 200-h.p. The modern aeroplane demands either very much higher power—in the nature of 400-h.p. for a passenger-carrying machine, or, if it is to be a light small aeroplane of 100 or 200 h.p., then it demands a very much lighter engine—than those of the years 1915-16-17. What, then, can be done with these thousands of old engines?

Most of the rotary engines can be used by the R.A.F. itself in training machines, but the heavy fixed-cylinder engines are another matter. They are designed to be started by swinging the air-screw, and have not the ordinary starting-handle at one end and a driving shaft at the other end. A good use for some of them can be found in motor-boats. The end of the shaft which carries the air-screw can be adapted to carry the coupling of the propeller-shaft, and at the same time a gear-wheel can be fitted on it to take a hand-operated starting gear. With a little ingenuity, those which have no fly-wheels—because the air-screw itself acted as a

coal-gas from the town supply; or, if away out in the country, they could be run on the new system of producer-gas derived from ordinary coke—a system which seems likely to come into fashion for lorries and cars as well as for stationary engines. There would be a big market for such engines designed for high powers and altered to give lower power and unlimited reliability. If the original makers do not care to buy them back and make the alterations, it would pay an enterprising young engineering firm to do so. Many of these engines cost the Government £2000; few, if any, of them cost less than £1000. Probably the older

types could be bought for £50 or less, and the later ones for £100 or £200. Anything between £10 and £50 should pay for the necessary alterations, and they should find a ready sale at between £100 and £400, according to size and type.

Now the scrap-iron price of any of those engines would be between 10s. and £1, so that the Salvage Department would do well for the nation in getting between £50 and £200 for them. The firm which bought and altered them at a total cost of £60 to £250 would do well for itself in getting between £100 and £400 for them. And the motor-boat owner or the house owner or the factory owner would do well in buying at such prices, when he would have to give £100 or more for a much heavier and less sweet-running boat-engine of 70-h.p. or so, or £500 to £700 for a gas-engine or oil-engine of 150-h.p. which would take up four or five times as much room.

Take air-screws as another example. There are tens of thousands of these, of all sorts of obsolete types. Some of them, which were designed for low-powered, slow-running engines, are useful for high-powered, high-speed engines. A 'cute dealer, with

the assistance of a clever calculator of air-screw figures, might do a good piece of business by picking up the right types cheap and selling them later on as spares to private owners of aeroplanes. Many of these air-screws, on the other hand, are utterly obsolete, and for aeroplane purposes are worth about eighteenpence apiece as firewood, though they cost the nation anything between £15 and £50. And, anyhow, they are bad firewood, being made of mahogany and walnut, which are not highly bituminous. But they make excellent and very beautiful walking-sticks to sell as aeroplane souvenirs at half a guinea apiece. A big air-screw would, if properly cut up, provide a dozen or more such sticks, so it would pay

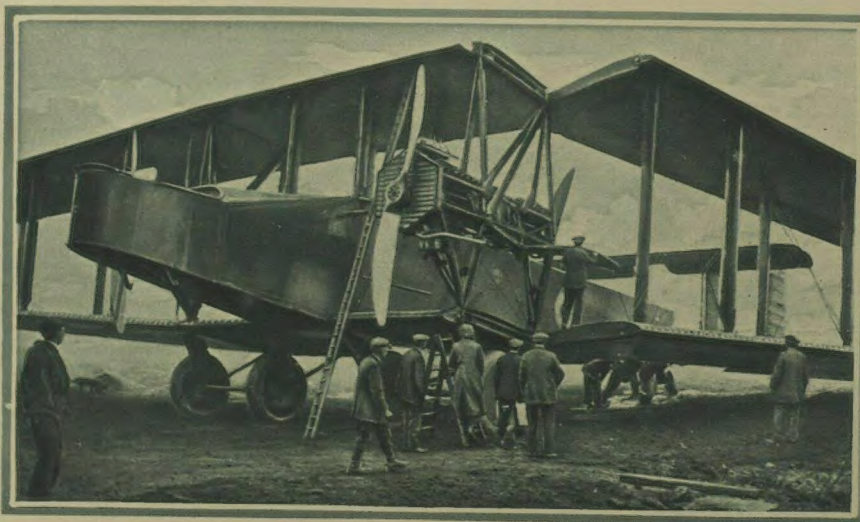
to buy the air-screws at £1 or 30s. apiece. One ingenious person has, one hears, invented a machine which splits the air-screws up into thin layers which make excellent mahogany or walnut veneer for furniture manufacturers. To him an air-screw should be worth a couple of pounds as raw material. Another use is chiefly decorative—that is to say, a big air-screw suspended on a hall wall carries a clock or barometer in its centre, and has pegs stuck along its blades to make a hat and coat rack.



READY FOR BOMBING BERLIN, AT THE TIME OF THE ARMISTICE: ONE OF THE GIANT HANDLEY-PAGE SUPERPLANES BEING PREPARED FOR FLIGHT.

This photograph shows how the great wings are folded back to economise hangar space.—[Photograph by C.N.]

fly-wheel—can be fitted with this necessary adjunct. Some of these old engines have an evil reputation for flying to pieces or breaking down internally after running for perhaps fifteen or twenty hours in stretches of only a couple of hours at a time. But that was only when they were run at full power. If fitted with small carburettors and thus starved—so that they are never called upon to



A MACHINE THAT WOULD HAVE BOMBED BERLIN, HAD THE WAR CONTINUED: A 1000-H.P. HANDLEY-PAGE—SHOWING TWO OF THE FOUR ENGINES—A WING FOLDED BACK.

The Handley-Page superplanes, which were intended for raiding Berlin, are fitted with two Liberty motors and two of Rolls-Royce pattern. The four engines together develop over 1000 h.p. This photograph shows one of each type—a Liberty motor in front and a Rolls-Royce behind.—[Photograph by C.N.]

give more than 50-h.p. instead of 90-h.p., or 100-h.p. instead of 150-h.p.—they would probably run for ever, like a gas-engine.

Some of these engines should find a good home, after being fitted with fly-wheels and hand-starting gear, as the power-plant for the electric-light installations of private houses. Others should be useful in driving the machinery of small workshops and factories. These latter would be run on ordinary



## NARROW ESCAPES IN THE AIR: AN EXTRAORDINARY ACCIDENT.

DRAWN BY E. L. FORD.



"THE MACHINE TURNED A COMPLETE SOMERSAULT AND THEN LANDED THE RIGHT WAY UP": THE ADVENTURE OF A PILOT WHO COLLIDED WITH TELEGRAPH WIRES NEAR A CLIFF EDGE.

"That man's a stranger, or he wouldn't be making for our telegraph wires," observed one pilot to another at a certain aerodrome on the coast during the war, as they watched an approaching machine. As the aeroplane drew nearer, it was evident that the pilot had not seen the wires, which ran along one side of the aerodrome near the edge of the cliffs. The inevitable happened, with extraordinary results; for the machine hit the

wires, turned a complete somersault, and then landed the right way up, none the worse for its escapade. As for the pilot, his expressions of feeling upon the matter are unprintable, and his excuse was that his engine would not pick up and he could not clear the wires in time after he had seen them. Other remarkable escapes of aircraft will be illustrated in later issues.—[Drawing Copyrighted in the United States and Canada.]



## LABOUR UNREST IN GLASGOW: THE STRIKERS AND THE POLICE.

PHOTOGRAPHS BY FARRINGTON PHOTO. CO., C.N. AND PHOTO PRESS.



HOW THE STRIKE WAS CHIEFLY KEPT GOING: "MASSED PICKETING" OUTSIDE A FACTORY.



ABOUT TO READ THE RIOT ACT: SHERIFF MACKENZIE (FIFTH FROM LEFT), WHO WAS SLIGHTLY INJURED.



A STRIKER STRUCK: AN INCIDENT IN ONE OF THE BATON CHARGES BY THE POLICE.



AMBULANCE WORK DURING THE DISTURBANCES: AN INJURED POLICEMAN BEING REMOVED TO HOSPITAL.



BARRICADED: POLICE RETURNING FROM A BATON CHARGE IN NORTH FREDERICK STREET, WHERE MISSILES WERE THROWN.



ONE OF THE THREE STRIKE LEADERS ARRESTED: WILLIAM GALLAGHER (THIRD FROM LEFT) BANDAGED BY THE POLICE.

During the strike in Glasgow there was a certain amount of disturbance on the part of a hooligan element in the crowd on January 31, when the Government's refusal to yield to the strike leaders' demands was announced to a mass meeting outside the City Chambers. There was some throwing of bottles and other missiles by a number of young roughs. The Riot Act was read by Sheriff Principal Mackenzie, who was slightly cut and bruised,

as was also the Chief Constable. The police charged with batons, and three strike leaders, William Gallagher, Emmanuel Shinwell, and David Kirkwood, were arrested. Later they were allowed to speak from a window, and advised the strikers to disperse and meet on Glasgow Green. There a further collision with the police took place, but there were no cases of serious injury.



## *Labour Disturbances in Belfast: The Great Strike for a 44-Hour Week.*



**TURBULENT CROWDS IN BELFAST DURING THE STRIKE: DR. WHITE'S CAR ATTACKED AS HE PASSED THROUGH.**

The great strike in Belfast arose through an agitation for a 44-hour working week in the shipbuilding and engineering trades. In the shipyards alone some 40,000 men were affected. Later the municipal employees in the gas and electricity works came out, and

the strike spread in other directions. Bands of strikers paraded the streets, and some looting and window-smashing occurred. The Lord Mayor of Belfast, Councillor J. C. White, was very active in his efforts to bring about a settlement.—[PHOTOGRAPH BY C.N.]

## *Seeking to Solve the World's Labour Problem: An Important Meeting in Paris.*



**PREPARING A SCHEME FOR THE INTERNATIONAL LABOUR COMMISSION OF THE PEACE CONFERENCE: MR. G. N. BARNES PRESIDING OVER A BRITISH AND DOMINIONS MEETING.**

The Labour problem in its world-wide aspects will be dealt with by an International Commission appointed by the Peace Conference. Mr. G. N. Barnes, M.P., with Sir Malcolm Delevingne, will represent Great Britain. Mr. Barnes recently presided over

an important series of discussions on the subject, by British Labour Leaders and Dominion delegates, at the Hotel Astoria, in Paris, and a scheme was drafted for an international organisation to regulate conditions of employment in all countries.

PHOTOGRAPH BY ILLUSTRATIONS BUREAU.



# THE STRIKE IN GLASGOW: SOLDIERS ARRIVE TO KEEP ORDER.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU AND C.N.



WITH FIXED BAYONETS, AND MOSTLY WEARING STEEL HELMETS: SOLDIERS ESCORTING A TRANSPORT WAGON.



MILITARY ACTION IN GLASGOW: SOLDIERS GUARDING A RAILWAY BRIDGE OVER THE CLYDE.



A DEMONSTRATION OF MILITARY FORCE: THE ARRIVAL OF TROOPS IN GLASGOW TO TAKE THE SITUATION IN HAND—MARCHING PAST THE CITY CHAMBERS.



IN SERVICE KIT, WITH RIFLES AND STEEL HELMETS: SOLDIERS ON GUARD AT A CLYDE RAILWAY BRIDGE.



POSTED ON A PROMINENT BUILDING IN GLASGOW: A NIGHT SIGNALLER WITH HIS LAMP READY FOR DUTY.

On the morning of February 1 a large body of troops arrived in Glasgow to assist the authorities in preserving order in the city. The men were in full service kit, and for the most part were wearing steel helmets. Their presence had a salutary effect on the irresponsible hooligans in the crowd who had been the chief cause of the disturbances. The strike leaders themselves, through their paper, the "Strike Bulletin," made it known that

the workers had "no desire or intention" of providing opportunities for the use of arms against them. Many of the strikers were unwilling participants in the strike, which had mainly been kept going by the system known as "massed picketing" to prevent men from continuing at work. An instance of this outside the gates of a Glasgow factory is illustrated on the opposite page.





MEMORIES.

FROM THE PAINTING BY A. CHEVALLIER TAYLOR



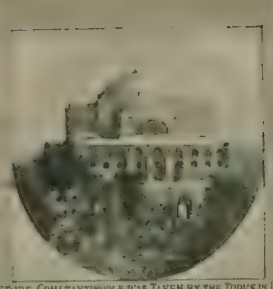
## SCIENCE JOTTINGS



THE BUILDING OF ST. SOPHIA AT THE BIDDING OF THE BYZANTINE EMPEROR, JUSTINIAN: AN ARCHITECTURAL RECONSTRUCTION.



THE SETTING-UP OF THE FAMOUS METROPOLITAN CHURCH OF THE GREAT ST. SOPHIA AT CONSTANTINOPLE: JUSTINIAN INSPECTING A PLAN SHOWN TO HIM BY THE ARCHITECTS, ANTHEMIUS OF TRALLES &amp; ISIDORE OF MILETUS.



BEFORE CONSTANTINOPLE WAS TAKEN BY THE TURKS IN 1453, &amp; THE CHURCH BECAME A MOSQUE: ST. SOPHIA.

A RECENT case still under judicial investigation was hardly needed to convince the observant that the consumption of narcotic drugs has much increased of late among a certain class. Many inquests have shown that veronal poisoning either by accident or for suicidal purposes is not uncommon; the number of morphinomaniacs admitted to hospitals is considerable, and we now begin to hear of gatherings described in the picturesque language of the daily Press as "orgies," where the smoking of opium is the main feature of the entertainment. But these are, so to speak, old fashioned means of intoxication. Veronal is no new invention, and opium-smoking in the East End is at least as old as Edwin Drood; and all these forms of self-indulgence are cumbersome and not to be practised without a good deal of preparation and wasted time.

Lately there has been introduced among us a far more insidious method of drug intoxication in the shape of cocaine. A harmless-looking and easily carried white powder, which can be snuffed up the nostrils, must appeal to many who would shrink from the constant chicanery necessary to keep up an enduring supply of tabloids from a chemist, or the many inconveniences necessary to procure the services of a Chinaman used to the elaborate preparations attending the smoking of opium.

Whether this new form of vice is either much more deleterious to the individual or dangerous to the community than the older methods of intoxication remains to be proved; but there can be little doubt that it should be stopped, if possible, by legislation or otherwise. Civilisation has so accelerated the strain on the nerves by rapid means of transit, the complications of modern town life, and the strenuous ways of self-styled "Society" that some stimulus easy to take and not immediately injurious is felt to be a necessity by perhaps the majority of the population.

While the strain on the nerves has been ten times increased by the excitement and hustle of the most terrible war in history, our Legislature—wisely, no doubt, in the circumstances—has suddenly surrounded the imbibition of the commonest and earliest form of intoxication in the shape of alcohol with all sorts of difficulties alike as to hours of consumption, quantity, and price. Can we wonder that those who are by nature or training little

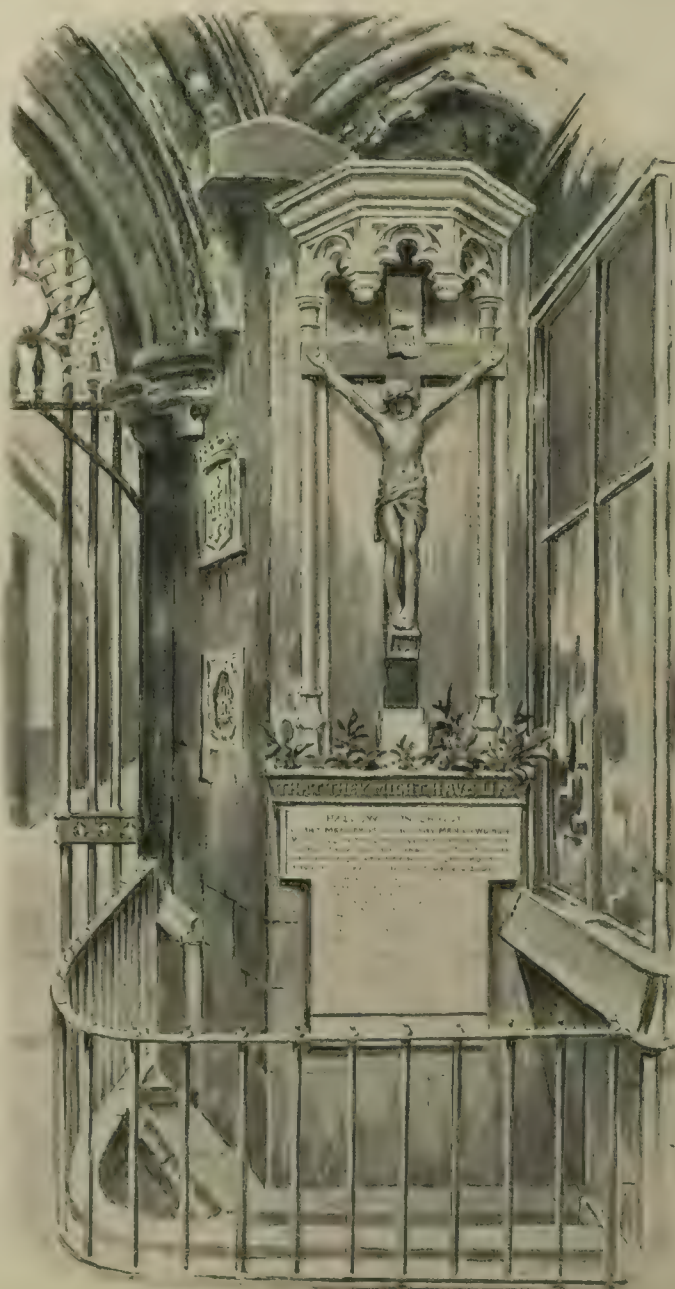
## DOPE AND DRINK.

inclined to self-restraint catch eagerly at an easier way of procuring some respite from the rush and whirl of the life to which they are accustomed?

One way of putting a stop upon this is obvious enough. The penalty for dealing in cocaine and other drugs of the same class, except upon the written prescription of a duly qualified medical man, should be made so severe that it should no longer be profitable for the tradesmen who alone can obtain them from their makers to deal in them. The imprisonment of one or two chemists without the option of a fine would probably prove a sufficient deterrent; but if it does not, special legislation, making the purchaser as punishable as the vendor, might meet the case. Very few cases have occurred since the Palmer case, where a would-be murderer has found it possible to obtain a poison like strychnine, unless he has happened to have had, at any rate, a medical education.

Yet, when all is said, the great majority of people will always take stimulants in some form or other, and the case of our rulers ought to be chiefly directed to seeing that those least harmful are the easiest to come by. Tea, as every doctor knows, is a stimulant and a drug; not perhaps so easily abused, yet nearly as potent as many of those properly and universally condemned. Yet it is possible for anyone now to procure tea of the pleasanter and most beneficial sorts, such as the higher classes of China tea? Coffee will never be popular in England, thanks to the care and time involved in its due preparation by a public less and less addicted to the practice of the culinary arts.

There remains, then, only alcohol, which has always been consumed in fairly large quantities by the European nations, and which, *pace* the teetotalers, probably suits our national temperament and our changeable climate better than any other stimulant. A more abundant supply of fairly cheap, not too strong, but pure and wholesome beer would probably take away from many the desire to indulge in more subtle and infinitely more insidious forms of stimulation. Add to this better facilities for obtaining the better qualities of light wines—not champagne, of which quite enough is at present drunk—and you will probably do away with three-fourths of the "dope" evil. The ravings of the temperance fanatics which will follow can be safely ignored. After all, as Rabelais said long ago: "There are more old drunkards than old physicians." F. L.



DESIGNED BY THE NEW P.R.A.: THE WAR-SHRINE AT THE SMITHFIELD GATEWAY TO ST. BARTHOLOMEW THE GREAT.

This War Shrine, placed to the right of the Smithfield Gateway leading to the church of St. Bartholomew the Great (illustrated on another page), was designed by Sir Aston Webb, the famous architect recently elected President of the Royal Academy, who has also restored the gateway. In the list of names commemorated on the shrine is that of Sec. Lieut. Philip Edward Webb, A.R.I.B.A., Royal Engineers.

Drawn by W. B. Robinson.



## ARCHÆOLOGY AT HOME: RESTORATION OF ST. BARTHOLOMEW'S.

DRAWN BY OUR SPECIAL ARTIST, W. B. ROBINSON.



## OF DEEPER INTEREST TO LONDONERS THAN "NINEVEH AND TYRE": AN OLD NORMAN PRIORY THAT CALLS FOR EXCAVATION.

When our modern Babylon is "one with Nineveh and Tyre," archaeologists of the future may burrow in its ruins unchecked by ground values. We in our day find it too costly to unearth all our old architectural remains from under the modern buildings which overlay them. Otherwise, the whole site of the Norman Priory of St. Bartholomew the Great might be cleared and laid out as a garden of rest for tired City folk. Meantime, the Rector, the Rev. W. F. G. Sandwith, appeals on behalf of the Restoration Committee for the modest sum of £2000 to acquire the last six bays (still extant, but now used as

a stable) of the East Walk of the Cloister, in commemoration of the 800th anniversary of the church, due in March 1923. The six bays to be acquired are diagonal-shaded on the plan, and the roof of the existing three bays (restored in 1905) is marked with crosses both on the plan and in the adjoining drawing (No. 5). The Smithfield Gateway, restored during the war by Sir Aston Webb, has a war-shrine to the right of it. During an air raid some tiles were knocked off, exposing old timber-work. The seal shows the west towers of the ancient priory.—[Drawing Copyrighted in the United States and Canada.]



## MR. ROOSEVELT'S FUNERAL: LAST RITES AT OYSTER BAY.

PHOTOGRAPHS BY C.N.



WITH AN ESCORT OF MOUNTED POLICE FROM NEW YORK: THE SIMPLE FUNERAL OF EX-PRESIDENT ROOSEVELT—ON THE WAY TO THE CHURCH.



DRAPED WITH THE STARS AND STRIPES AND THE BATTLE-FLAG OF HIS ROUGH RIDERS: THE COFFIN BEING BORNE TO THE GRAVE.

By his own wish as expressed in his will, the utmost simplicity marked the funeral of Mr. Roosevelt, which took place near his home at Oyster Bay on January 8. The Government's offer of a military escort was declined, and only a small party of mounted police from New York accompanied the cortège. The coffin was draped in the American colours. Among those present were Mr. Thomas Marshall, Vice-President of the United

States; Mr. Alfred Smith, the new Governor of New York; Mr. Taft, and Judge Hughes. The tributes included a wreath from President Wilson, who had issued a proclamation that flags should remain at half-mast throughout the country for thirty days. At the hour of interment (2 p.m.) all business in the United States ceased for one minute. Dr. Talmage recited Mr. Roosevelt's favourite hymn, "How Firm a Foundation."



# "The Business of Business Building" is the business of

**Kenrick & Jefferson**  
LTD

NOW that the Reconstruction Period is here a new duty falls upon the shoulders of all business men At once—without any delay—each individual, every business firm in Great Britain must critically examine their routine methods—their costing systems, their manufacturing routine, their counting-house system, their filing arrangements, in fact, the whole organisation in every detail Larger output depends upon the efficiency of the whole organisation

"The Business of Business Building" is the business of K & J They have accomplished more for the efficiency of business houses than any other firm in the world Take your organisation problems to K & J, who, with the master hand of experience, will eliminate friction and lay out a plan which will ensure greater output through simpler methods

**Turn to K & J**

**to straighten out your organisation problems**

**Kenrick & Jefferson**  
LTD

LONDON—

22 St Andrew Street Holborn Circus E C 4

BIRMINGHAM  
20 Temple Street  
CARDIFF  
5 Church Street  
LEEDS  
82 Albion Street

HEAD OFFICE  
West Bromwich  
LEICESTER  
10 Corridor C.A.'s  
Market Place  
LIVERPOOL  
20 Castle Street

NEWCASTLE  
St Nicholas Sq  
MANCHESTER  
7 Blackfriars St  
SHEFFIELD  
Cairns Chambers  
19 St James' St

SWANSEA  
11-12 Wind St  
BELFAST  
Scoil Provident Bldg  
Donegall Square  
GLASGOW  
166 Buchanan St



## LADIES' NEWS.

PRINCESS PATRICIA'S bridal gown has been woven in Lyons, and has therefore some association with war in Northern France. There was nothing in this country of the kind required for this important dress, English silk-weaving having been for long almost at a standstill. As I write, the material has not arrived in this country. I am told that original and individualistic touches will be found in it, for of course the design has been submitted to the Princess, and changed in accordance with suggestions made by her. The list of bridesmaids is what was generally expected. Some doubt of Princess Mary being included in the train was felt for a time. It is, however, definitely settled that the only daughter of our Royal House of Windsor will follow next to the bride, her cousin, with Princess Maud, daughter of the Princess Royal. They will be a piquant contrast in colouring. Neither is tall; Princess Mary is very fair and blue-eyed, and Princess Maud is dark-haired, dark-eyed, and of medium colouring. I imagine that, in addition to the eight bridesmaids, there will be a couple of pages—a bonnie pair, the Earl of Macduff and the Hon. Simon Ramsay, both in their fifth year. Probably they will be in full Highland dress, with the tartans of their clans, albeit the Ramsays are Lowlanders.

The Marchioness of Londonderry was wearing the neat khaki uniform of the Commandant-in-Chief of the Women's Legion, with the ribbon of the Order of Dame Commander of the British Empire on the tunic, when she presided last week at the meeting of the Loan Committee of the Central Bureau for the Employment of Women. The committee makes loans to suitable girls for their training for occupation or profession by which they can earn their living. Lady Londonderry speaks naturally, quietly, with no attempt at oratory, and keeps to the subject in hand. The loans, she said, saved women from worry which tried them far harder than work. Of the value of training she

had ample experience in the Women's Legion, and she much hoped that the £10,000 more funds required would be forthcoming; and pointed out that they were continuously useful, since the loans were regularly and strictly paid back, and the very low rate of interest charged paid the modest working expenses.



FOR THE THEATRE.

Head-dresses are again popular. The examples sketched here owe their inspiration to the winged ornaments of Egypt and the head-gear of the beauties of China.

Fifteen bridesmaids had Miss Violet de Trafford to follow her for the last time under that name and the first time as the Hon. Mrs. Rupert Keppel. It all came about through bride and bridegroom having so many cousins and the bride a group of intimate friends. It proved delightful for all who saw it. The Oratory is a most

imposing setting for such a big affair. The High Altar, aglow with candles and beautiful in itself, was further embellished with white flowers, which were also used to decorate the chancel. So beautiful a bride is seldom seen, and the severely handsome bridal costume of cloth of silver suited her. Three little bridesmaids followed her immediately; the elders, in six pairs, at the back. On reaching the chancel the children followed the bride, and the other maids went six to either side of the semicircle before the chancel, where they stood, the bride and groom in the centre. With the priests in their robes they made a really fine picture, and the pale-mauve and silver costumes of the bridesmaids accorded well with the dignity and beauty of the great interior. The congregation was a very large one; but dress was sombre, because it is mid-winter, and because the Keppels are courtiers and the Court is in mourning.

Now that London holds so many of our brothers from the daughter Empires and so many Americans, lectures on Historic London will be of interest. Miss Mary E. Fairbairns, M.A., will give a set of four on Mondays from Feb. 10 to March 3, in the Æolian Hall at 3 p.m. A guinea ticket, with three-shilling tax, admits to all four. Our visitors are very keen indeed to hear and know all about the history of our rare, great London; and many of us who know it well are anxious to know it better, since Londoners who went out to the war have added an illustrious chapter to its remarkable history.

"The grand old lady of Ireland" was the phrase used to describe Mrs. Rowan Hamilton, who passed away last week in her ninety-ninth year. She was a daughter of the Rev. George Caldwell, and, on her mother's side, a grand-daughter of Sir William Abdy, first Baronet. She was the mother of Harriot Marchioness of Dufferin and Ava, who was with her late brilliant husband when he was Ambassador to the most important European Courts, and when he was Viceroy of India and Governor-General.

(Continued overleaf.)

## The Furnishing of the Bedroom.

THE Furnishing of the Bedroom must be above all things utilitarian, and yet it must be beautiful. It must be good, and yet it need not be dear. The drawer that sticks, the glass that distorts, the line that irritates, the decoration that is meaningless, are one and all abominations. They need not be. Modern bedroom furniture can be dainty, solid, or frankly simple, and so long as the design is true and the craftsmanship first-class the rest is a matter of individual choice. All this is worth remembering lest, in choosing these things, you go to a firm where craftsmanship is not traditional.

We hold the largest stocks in the World of the right kind of Bedroom Furniture and Furnishings.

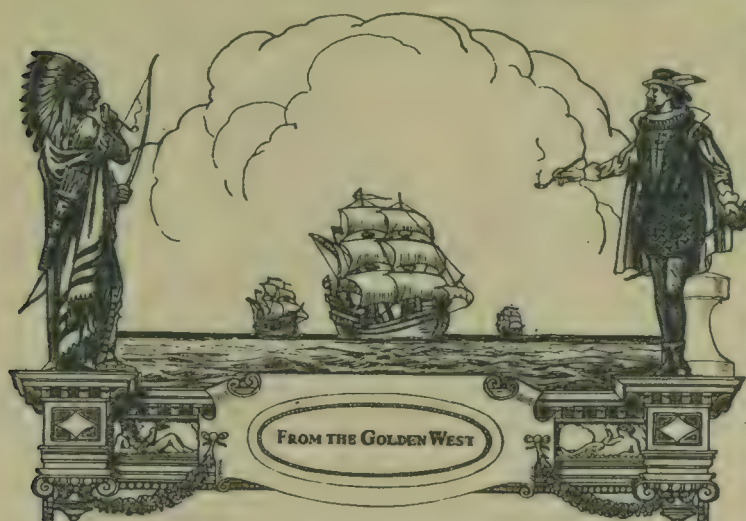
**WARING & GILLOW**  
Furnishers & Decorators to H. M. the King. LTD

164-180 OXFORD STREET, LONDON, W. 1.

Telephone: Museum 5000.







THE adventurous mariners of Elizabeth's days went to find an Eldorado of their dreams. They found instead **TOBACCO**,—destined to become veritably a "golden treasure" of commerce and a golden joy and comfort in this age of stress and strain.

Thus Raleigh, Drake, and other pioneers linked the chain which, even to-day, connects the red man's pipe with **TONIDES Virginia Cigarettes de Luxe**. Nor is this chain woven only in fancy. The finest tobacco still comes from "The Golden West" and that used in **TONIDES Cigarettes** is the pride of the American plantations.

*TONIDES Virginia Cigarettes are recommended to all smokers whose taste and judgment leads them to appreciate a refined yet satisfying cigarette.*

THE ROBERT SINCLAIR TOBACCO CO., LTD., NEWCASTLE-ON-TYNE.  
London Wholesale Agents: Henry Scholey, Ltd., 8, Regent Street, Waterloo Place, London, S.W.1.

Prices—  
1/10½ for 25  
3/9 for 50  
7/4 for 100



To Officers on  
Active Service,  
150 for 7/9, in-  
cluding postage.

"The box with the sitting tray"



## After the Sword the Pen

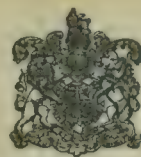
Britannia now calls on her valiant sons to exchange the sword for the pen—for with the coming of Peace the pen again resumes sway. Let your choice be the efficient, British-made Cameron—the modern pen, the pen to depend on.

## Cameron Safety Self-Fillers

With Waverley, Hindoo, "J," Bankers or Normal Nib, 15/-. With rolled gold strengthening bands, One Guinea. With 9-ct. gold bands, Two Guineas.

MACHIVEN & CAMERON LTD., Cameron House, 26-28, St. Bride St., London, E.C. 4.  
Edinburgh: 23, Blair Street; Glasgow: 13, West Regent St.; Paris: Kirby, Beard & Co. Ltd., 5, Rue Auber

By Appointment



to H.M. the King.

## "We Use Five Quarts Daily

in normal times," writes a lady from a West-end Square in London, "but as we have no small children or invalids in our household, our fresh milk supply was practically cut off weeks ago. A friend (R.A.M.C.) home on leave said

## Why not try IDEAL MILK?

which costs about the same as ordinary milk, and can also be used as cream, which you can't get nowadays. But, I said, I don't like substitutes. It is *not* a substitute, he retorted—only the best and purest fresh dairy milk concentrated, by the extraction of the excessive moisture, to the consistency of rich thick cream:—we tried a tin and the result is—

## Our Grocer is now our Milkman

*and we have all the milk we need for every purpose:* at breakfast, luncheon, tea, in place of cream in after-dinner coffee, and for all the household cooking where milk or cream is ordinarily used."

"It is quite a mistaken idea to think that Condensed Milk is only suited to the Masses. I believe a first-class brand such as IDEAL MILK would be regularly used in every household, whether mansion or cottage, if its saving in trouble and its perfect quality and purity were more generally known."

# IDEAL MILK

**Guaranteed always Fresh & Pure.  
No Preservative.**

Use diluted for every purpose of fresh milk; Undiluted in place of Cream for every purpose except

## IT WON'T "WHIP."

The Navy and Army know its merits, for during the war more than 750 million tins (about 400,000 tins a day) have been used without complaint of any sort—surely no praise could be higher.

**Sold Everywhere — Controlled Prices:**

**11½<sup>d.</sup> Per Tin (10<sup>d.</sup> after Feb. 14)**

*Book of recipes free on application, from*

NESTLÉ'S (Advt. Dept.), 6, Eastcheap, London, E.C. 3.



(Continued.) of Canada. Another of her daughters is the wife of Lord Carnock, who, as Sir Arthur Nicolson, was Ambassador at Madrid and St. Petersburg and Permanent Under-Secretary for Foreign Affairs for many years. One

in action. The late Earl of Ava, killed at Ladysmith, and Lord Basil Blackwood, killed in the present war, were other gallant descendants of this remarkable grand old lady of Ireland.

Dance dresses seem to be the items of young women's wardrobes on which their thoughts now dwell most affectionately. There is so little of them and they cost such a lot, wails one girl. True, but not necessarily true, since quite nice dance frocks can be bought for quite reasonable price. Girls who are content with "quite nice" grow rarer as the days of fighting and war work recede into the mists of the past. A little tulle frock, scanty as to skirt and elusive as to bodice, depends for its cachet on a wonderful big broad pale-blue waistband embroidered and printed in many colours and in silver and gold. Once that has been seen, the "quite nice" at five to seven guineas fail to please, for the little dance gown in question is newly from Paris, and looks it! And so girlish affections are firmly fixed on it, and the matter of guineas is simply one that must be arranged.

The dancing wife—some of them are girls in years—is consumed with a sense of her own dignity. Not for her are the skirts to an inch or so below the knees, and opaque at that—Charlie, Harry, or Dick would not at all approve. Still, her heels are just as light and her toes as ready to trip as if the gold or platinum ring did not encircle her marriage finger. There are delightful frocks for her. They are in long lines and soft; they leave the feet quite free, but there is a train—save for the indignity offered, it might be described as a tail! This falls in a point from a really beautiful surplice-like shoulder drapery, and separately to the long straight dress. It is provided with a loop by which it can be held up, looking in this position something like a long scholastic hood, and not a bit in the way for dancing. Some older married dancers, to whom the opinions of Charlie, Harry, or Dick are not so fresh, prefer the more ethereal and scanty, but always the most chic, kind of ball frock.

We have certainly learned to use umbrellas; our climate has been an admirable teacher in this respect. Not altogether because we wear our lungs in all weathers do we hoist the *parapluie*, but to preserve us from soaked hair, limp neck-wear, and damp dishevelment. To wear face-masks for the prevention of influenza, as a lecturer on health last week suggested we should do, is a different affair. The self-respecting woman will have none of it; only those who care nothing at all about their looks will seek this cover from microbes. Poison-gas is a different affair, and against it and the tortures it inflicted officers

testify to the difficulty they found in getting the men to put on and keep on their masks. No; some other way must be found—a masked population would mean a panic which would foster the plague.

For those who love to dance, and have kind hearts as well as light, I would mention a dance for the East London Hospital for Children at Shadwell. It will take place at Princes Galleries on the evening of the 11th, and is under royal and distinguished patronage. Mrs. Sargon, who can be found at 99, Piccadilly, will give all information. It will be a well-done and enjoyable affair;



DAUGHTER OF LORD AND LADY LOVAT: THE HON. MARJORY FRASER.

Little Miss Marjory Muriel Charlotte Fraser was born in 1913. Before her marriage, her mother was well known as the Hon. Laura Lister, daughter of the fourth Baron Ribblesdale.—[Camera-Portrait by E. O. Hoppé.]

of her grand-daughters is the wife of Lord Plunket, who was Governor-General of New Zealand; and another grand-daughter is the wife of Sir Ronald Munro-Ferguson, now Governor-General of Australia. This veteran lady, who resided at Shanganah Castle, County Dublin, was, up to the time of her leaving this world, in full possession of all her faculties, and received and answered a number of letters every day. Her eldest son resides at Killyleagh Castle, an ancient-looking and picturesque building at the head of one of the branches of Strangford Lough. His only son, a gallant officer in the Irish Guards, was killed



DAUGHTER OF THE WELL-KNOWN AUTHOR MR. BARRY PAIN: MISS EVA PAIN.

Miss Eva Pain is an excellent musician, and scholarship-holder at the Royal Academy of Music.—[Photograph by Yevonde.]

and the sick mites, who love their clean, bright, cheery hospital in the midst of the poorest and dullest environment, will benefit.

A. E. L.

# 12

## new-fashion Gong Soups

The new-fashion Gong Soups can be prepared in 15 minutes, and they go a long way towards overcoming that "sameness" of diet which has palled so much in recent months.

Ox Tail one day—Mulligatawny another—then Scotch Broth or Celery Cream—each variety is quite distinctive and really delicious—rich, hot food which the system needs at this time of the year.

The twelve varieties are:—

Ox Tail	Mock Turtle	Kidney	Lentil
Tomato	Mulligatawny	Green Pea	Celery Cream
Pea	Scotch Broth	Bara	Thick Gravy

YOUR OWN GROCER SELLS THEM—2d. PER PACKET.

# GONG

## SOUPS

Each Packet makes 3 portions.

Sole Proprietors and Manufacturers: OXO Ltd., Thames House, London, E.C.4.







Drawing by Fred Pegram.

**DRI-PED**  
REGD

"Dri-ped" is not a mere trade description; it is a Brand by which you may recognise the only leather of its kind in the world. Not all green leather is Dri-ped; no leather is Dri-ped unless it bears the diamond trade mark in purple every few inches.

Dri-ped, the Super-Leather for Soles, is waterproof, double-wearing, light, flexible. It is used by repairers for re-soling, and is readily obtainable on new footwear.

## Dri-ped Leather's War- and Peace-time Services

### No. 6.—Travelling.

Restricted services—more stoppages necessitating longer journeys—gives to-day's travellers an opportunity to realise the warmth and comfort of Dri-ped, the Super-Leather for Soles. The "carrying-on" under War-time difficulties has given a greater value to the double-wearing qualities of this Super-Leather and the advantages which war-time conditions have emphasized will cause many thousands permanently to adopt Dri-ped Leather under the easier conditions of Peace.



## FOCH AS WAR-PHILOSOPHER.

MARSHAL Foch has proved himself in the field to be a master of the art of practical war; and his "Principles of War"—as ably translated by Mr. Hilaire Belloc, and published by Chapman and Hall, at the price of a guinea—also shows him to be a shining exponent of what Iago calls the "bookish theorick" of the art military. The two qualities are not always combined in one man, and one could mention several instances of soldiers, writers of admirable manuals on tactics, who nevertheless were bad at "setting a squadron in the field" and at winning battles as a result of their book learning. As a rule, it is the successful commander who becomes the best military teacher by drawing on his experience of positive fighting—captains like Caesar, Marshal Saxe, Frederick the Great, and Napoleon; while other successful leaders like Wellington have been content to give posterity the result of their experience, not in formal treatises, like those of Clause-

example of the somewhat rare type of soldier who evolves himself from the grade of a military professor into the highest rank to which a military man of action can attain.

The reputation now enjoyed by Marshal Foch as one of the greatest captains of all times—one who proved equal to the hugest task ever imposed upon a commander—must naturally lend a quite exceptional interest and authority to this work of his, which is a summary of lectures delivered by him to the French Staff College ("Ecole de Guerre") seventeen years ago, and first published in 1903. When a man becomes famous, how eagerly do we not all scan any documents bearing on his past which may leap to light—acts and sayings which now acquire a new meaning from the reflected importance of their transfigured author!

"'Shepherds' fires, lit on a stormy coast, to guide the uncertain seaman"—these lines," says the Marshal in his original preface, "might well be applied to the following pages. They were written for young officers. The reader must not look to find in them a complete, a methodical, still less an academical account of the art of war, but rather a mere discussion of certain fundamental points in the conduct of troops, and, above all, the direction which the mind must be given so that it may in every circumstance conceive a manœuvre at least rational."

Much water has flowed under the military bridges since Marshal Foch first delivered those lectures seventeen years ago, as he himself admits. To a great extent, tactical warfare since then has been profoundly modified by machine guns, barbed wire, the development of the artillery arm, the use of poison-gas shells, and, above all, the enormous development of aviation; yet, reasons the Marshal in a preface to the present edition of his work, the fundamental principles

of the art of war remain the same—fixed and unchangeable like those of architecture or music. It is for this reason that he claims for his teachings the same value as they possessed for his pupils when first he laid them down; and they must have had all their wits about them, those young officers under his tuition, to take in his teachings. For they are of a kind which lends itself more to comprehension and retention through the eye than the ear—more by reading than by listening to; since they are so scientific, so solid, so replete with detail as to tax the severest attention even in the silence of the study, which is really the place they belong to more than the lecture room.

His favourite method, with the ample help of beautifully drawn maps, is to illustrate his principles by detailed references to certain campaigns of the last century, notably those of 1866 in Bohemia, and 1870, which are, of course, more intended for the military student than the general reader; and his principles are, but the embodiment of his own recent practice, namely, that attack—shock-action—must weigh with a commander more than defence—"preparation, mass, impulsion. . . . You must seek the shock; hence a new set of reasons for movement: movement in order to seek battle—movement in order to assemble one's forces on the ground; movement in order to carry out the attack. . . . Of all faults, only one is degrading, namely inaction." That Marshal Foch lives up to his own ideals has been convincingly proved throughout the War.



INFORMATION WANTED: MAJOR C. S. AWDRY, D.S.O.

Major C. S. Awdry, D.S.O. (South African medal), Wilts Yeomanry, attached 6th Wilts Regiment, 19th Division, Third Army, has been wounded and missing since March 25. He is believed to have passed through Rastatt, Russen Lager. Any information regarding him will be welcomed by Mrs. C. S. Awdry, Hitchambury, Taplow. Major Awdry is a partner in the firm of W. H. Smith and Son. He was born on March 23, 1877.



A WELCOME REVIVAL: CAMBRIDGE UNIVERSITY ROWING STARTS AGAIN.

College rowing has now begun in earnest at Cambridge, after a long "rest" during the war. The Jesus College first crew, here seen, are stroked by Mr. McArthur, who lost a leg in the war. [Photo, by S. and G.]

witz and Von der Goltz, Bernhardi and Freytag-Loringhoven, but in the form of *obiter dicta* throughout their despatches. Marshal Foch, on the other hand, is a striking

*I get my rosy cheeks  
from OXO*



A great many letters have been received by the proprietors of OXO from parents telling of the benefit children have derived from OXO—particularly in cases of defective digestion. If children appear to be delicate, a little OXO added to milk forms an excellent, strengthening diet.

While meat is comparatively scarce OXO is of greater value than ever in the home. It supplies just those properties which are deficient in the general dietary, and contributes in a marked degree to the maintenance of health and well-being.

Sole Proprietors and Manufacturers: OXO Limited, Thames House, London, E.C.4



# LONDON JOINT CITY & MIDLAND BANK

ESTABLISHED 1836.

LIMITED.

Authorised Capital, £41,450,000 0 0 Subscribed Capital, £34,428,948 0 0  
Paid-up Capital - £7,172,697 10 0 Reserve Fund - - £7,172,697 10 0

## DIRECTORS.

Sir EDWARD H. HOLDEN, Bart., Chairman and Managing Director.  
WILLIAM GRAHAM BRADSHAW, Esq., London.  
ALEXANDER H. GOSCHEN, Esq., London, Deputy-Chairman.

The Right Hon. LORD AIREDALE, Leeds.  
Sir PERCY ELLY BATES, Bart., Liverpool.  
ROBERT CLOVE BRAZLEY, Esq., Liverpool.  
WILLIAM BRUNNELL, Esq., London.  
WILLIAM L. BRUND, Esq., London.  
WALTER S. M. BURNS, Esq., London.  
The Right Hon. LORD CUNYCK, G.C.B., London.  
STANLEY CHRISTOPHERSON, Esq., London.  
DAVID DAVIES, Esq., M.P., Llandinam.  
The Right Hon. The EARL OF DENBIGH, C.V.O., London.  
FRANK DUDLEY DOCKER, Esq., C.B., Birmingham.  
FREDERICK HYDE FOX, Esq., Liverpool.  
H. SIMPSON GEE, Esq., Leicester.  
JOHN GLASBROOK, Esq., Swansea.  
CHARLES GOW, Esq., London.

JOHN RICHARD HILL, Esq., York.  
CHARLES E. JOHNSON, Esq., London.  
The Right Hon. REGINALD MCKENNA, London.  
CHARLES THOMAS MILBURN, Esq., London.  
FREDERICK WILLIAM NASH, Esq., Birmingham.  
The Right Hon. LORD PIRRIE, K.T., London.  
EMANUEL MICHEL RODOCANACHI, Esq., London.  
Sir THOMAS ROYDEN, Bart., M.P., Liverpool.  
Sir EDWARD D. SHERK, D.L., London.  
EDMUND R. TURTON, Esq., M.P., Thirsk.  
LEWIS H. WALTERS, Esq., London.  
The Right Hon. Sir GUY FLEETWOOD WILSON, K.C.B., K.C.M.G., G.C.I.E., London.  
WILLIAM FLIZTHOMAS WYLEY, Esq., Coventry.  
Sir DAVID YULE, London.

HEAD OFFICE: 5, THREADNEEDLE STREET, LONDON, E.C. 2.

Joint General Managers: S. B. MURRAY, F. HYDE, J. F. DARLING, E. W. WOOLLEY, R. RICHARDS.

Dr.	LIABILITIES AND ASSETS, 31st December, 1918.	Cr.
To Capital Paid up, viz.:-		
£2 10s. 0d. per Share on		
2,869,079 Shares of £12 each	7,172,697 10 0	
„ Reserve Fund	7,172,697 10 0	
„ Dividend payable on 1st		
February, 1919	451,879 18 10	
„ Balance of Profit and Loss		
Account, as below	675,097 14 7	
	13,472,372 13 5	
„ Current, Deposit and other		
Accounts	334,898,435 12 6	
„ Acceptances on account of		
Customers	13,145,849 2 11	
By Cash in hand (including Gold		
Coin £2,000,000) and Cash		
at Bank of England	63,756,371 2 5	
„ Cheques on other Banks in		
Course	2,001,486 12 7	
„ Money at Call and at Short		
Notice	65,809,169 12 4	
„ Investments:-		
War Loans, at cost (of which		
£432,979 15s. is lodged		
for Public and other		
Accounts) and other Brit-		
ish Government Securities	57,463,594 19 3	
Stocks guaranteed by the		
British Government and		
Indian Railway Debentures	468,883 12 0	
British Railway Debenture		
and Preference Stocks.	1,112,725 19 8	
British Corporation Stocks		
Colonial and Foreign Gov-		
ernment Stocks and Bonds	1,410,465 18 10	
Sundry Investments	1,145,451 1 6	
„ Bills of Exchange	39,249,296 3 2	
	232,410,975 1 9	
„ Advances on Current and other		
Accounts	99,213,614 15 6	
„ Advances on War Loans	14,218,201 2 1	
„ Liabilities of Customers for		
Acceptances	13,145,849 2 11	
„ Bank Premises, at Head Office		
and Branches	3,762,327 6 7	
„ Belfast Bank Shares:-		
50,000 £12 10 0 Old Shares		
£2 10 0 paid		
150,000 £12 10 0 New		
Shares £2 10 0 paid		
Cost	£1,237,500 0 0	
Less part Premium on		
Shares issued	2477,810 0 0	
	759,690 0 0	
	£268,516,657 8 10	£268,516,657 8 10

Dr.	PROFIT & LOSS ACCOUNT for the year ending 31st December, 1918.	Cr.
To Dividend at 18 per cent.		
per annum for the year end-		
ing 31st December, 1918,		
less Income Tax	919,885 10 5	
„ Reserve Fund for future Con-		
tingencies	600,000 0 0	
„ Salaries and Bonus to Staff		
serving with H.M. Forces		
and Bonus to other Members		
of the Staff	489,132 14 7	
„ Bank Premises Redemption		
Fund	100,000 0 0	
„ Officers' Pension Fund	100,000 0 0	
„ Staff Widows' Fund	50,000 0 0	
„ Reserve Fund	500,000 0 0	
„ Balance carried forward to		
next account	675,097 14 7	
	£3,434,115 19 7	£3,434,115 19 7
By Balance from last Account		733,785 5 8
„ Net profits for the year ending		
31st December, 1918, after		
providing for all Bad and		
Doubtful Debts	2,700,330 18 11	

EDWARD H. HOLDEN, Chairman and Managing Director. R. MCKENNA, } Directors,  
W. G. BRADSHAW, } Deputy-Chairmen.  
A. H. GOSCHEN, }

REPORT OF THE AUDITORS TO THE SHAREHOLDERS OF THE LONDON JOINT CITY AND MIDLAND BANK LIMITED.

In accordance with the provisions of Sub-section 2 of Section 113 of the Companies (Consolidation) Act, 1908, we report as follows:-

We have examined the above Balance Sheet in detail with the Books at Head Office and with the certified Returns from the Branches. We have satisfied ourselves as to the correctness of the Cash Balances, Cheques on other Banks in course, and the Bills of Exchange, and have verified the correctness of the Money at Call and Short Notice. We have also verified the Securities representing the Investments of the Bank, and having obtained all the information and explanations we have required, we are of opinion that such Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs according to the best of our information and the explanations given to us and as shown by the books of the Company.

WHINNEY, SMITH &amp; WHINNEY, Chartered Accountants,

Auditors.

LONDON, 14th January, 1919.  
THIS BANK IS THE PROPRIETOR OF THE BELFAST BANKING COMPANY, LIMITED.

The efforts of the manufac-  
turers of Piccadilly Cigarettes  
have been confined to  
the perfection of the  
Hand-made Virginia Cigarette.



## PICCADILLY

### VIRGINIA CIGARETTES

The Most Perfect Hand-Made  
Virginia Cigarettes ever produced.

25 for 1/8½

50 for 3/5 100 for 6/10

To be obtained of all High-class Tobacconists.

ALEXANDER BOGUSLAVSKY, Ltd., 55, Piccadilly, London, W. 1.

# Cailler's

## COCOA

The beverage that *Nourishes*  
and *Satisfies*.

Sold by all High-class  
Grocers and Stores.



### TROOPS

Travelling Overseas should  
avoid discomfort from

### SEA SICKNESS

MOTHERSILL'S SEA-SICK REMEDY is  
invaluable. It POSITIVELY PREVENTS  
CURES SEA, AIR, & TRAIN SICKNESS.

No bad after-effects.

GUARANTEED OR MONEY REFUNDED.  
MOTHERSILL REMEDY CO. LTD.  
19, St. Bride Street, London, E.C. 4.



## THE PLAYHOUSES.

### "THE PURSE STRINGS," AT THE GARRICK.

THERE is an idea quite apt to the times in Mr. Bernard Parry's new play, "The Purse Strings," and it starts with a thoroughly delightful first act of comedy. Who has not noted in his newspaper from day to day that pitiful and yet alarming succession of police-court cases, in which women, coming apparently from decent homes, have been

caught red-handed stealing the smaller articles of luxury from our big drapery stores? One of Mr. Parry's characters will have it that most of these are married women whose husbands keep them short of pocket-money; and round that notion the playwright builds his story. The husband of his heroine, though possessed of a handsome income, has never since they were married made his wife an allowance, and on every occasion on which she asks for money, he has always questioned her mad-deningly as to the need for it, and supplied it grudgingly and ungraciously. So she is supposed to have succumbed to the temptation of pil-

fering, been detected by a philandering manager of the stores, and been obliged, to escape prosecution, to go out with him occasionally to dinner, write him letters, and meet him at a friend's house. There is talk, and the husband brings an action against the stores-manager; but, as a consequence of being frightened by a lawyer-

friend, becomes bankrupt to avoid law costs, and makes over his property to his wife. So the table are turned: she does him out a mere £1 a week, and when he, an undischarged bankrupt, runs up a huge hotel bill, she can tell him the truth. If she is a thief, has not he also transgressed the law? Rather a complicated tale, this; dragged out so that, from the second act onwards, you wonder why there should be need of more acts, and treated now in the spirit of comedy, now in that of farce, now in that of problem-drama. One of the best scenes of the play shows a lawyer-friend of the husband crumpling him up in a sort of rehearsal of a cross-examination ordeal. Mr. Lyn Harding, though with somewhat a heavy touch, provides, as the barrister, a sterling piece of acting here; Mr. Kenneth Douglas gives a capital comedy performance as the slow-witted husband; and Miss Amy Brandon-Thomas, in a part that an Irene Vanbrugh would enjoy for its variety of opportunities, proves engaging and sincere, if not quite at the last sufficiently strong. The play is so full of wit that this may excuse the desultoriness of its action.

### "OH, JOY!" AT THE KINGSWAY.

If "Oh, Joy!" at the Kingsway hits the public taste it will be by reason of its extremely tuneful melodies. Its farcical plot, turning on the invasion of a mild-mannered young man's room by a bevy of girls of the usual musical-comedy type, and presenting the hero's Quaker aunt overcome by cocktails which she mistakes for a non-alcoholic beverage, was hardly worth importing from bone-dry America. But, fortunately, along with it has come from the States Mr. Tom Powers, to repeat his representation of the mild youth in which he has made such a success the other side the water; and, fortunately also, Miss Beatrice Lillie is at hand to play the rôle of a runaway girl, and sing and romp in that rôle with her customary engaging sprightliness; while at least half-a-dozen other clever folk, including Mr. Billie Leonard, Miss Hylda Lewis, Miss Dot Temple, Mr. Fred Russell, Mr. Tom Payne, and Miss Helen Rous (the last-mentioned most discreet as the intoxicated lady), help to produce a general

atmosphere of liveliness. The score, however, deserves first honours.

### "THE CHINESE PUZZLE," AT THE NEW.

"Peter Pan" having been withdrawn with the close of the school holidays, there is room again now at the New Theatre for "The Chinese Puzzle," and Mr. Leon Lion's quaint picture of its mandarin-philosopher, Mr. Lion reappears in the titular part, and with him are associated once more those stage favourites, Miss Ethel Irving and Miss Lillian Braithwaite. A happier combination of talent could hardly be found for a drama of serious interest. Two newcomers have joined the cast—Mr. Athol Stewart, who ought to know, and shows that he knows, how to assume the character of a diplomat, and Mr. Charles Kenyon, who gives a sound performance as the much-harassed hero.

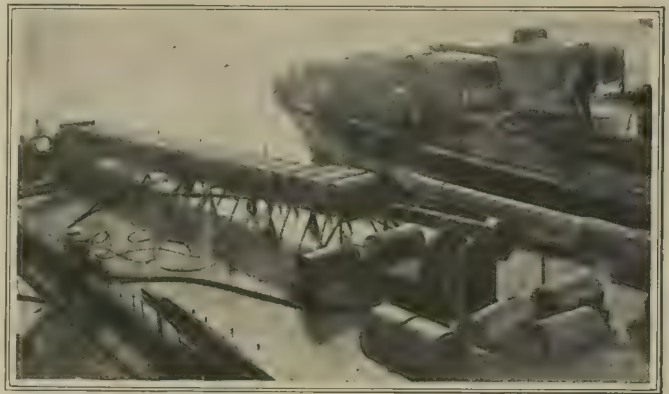
### TERMS OF SUBSCRIPTION TO

#### "THE ILLUSTRATED LONDON NEWS."

PAID IN ADVANCE.

ENGLAND.	Twelve Months (including Christmas Number),	£2 18s. 9d.
	Six Months, £1 8s. 6d.; or including Christmas Number, £1 10s. 7d.	
	Three Months, 14s. 1d.; or including Christmas Number, 16s. 6d.	
CANADA.	Twelve Months (including Christmas Number),	£3 9s. 11d.
	Six Months, £1 9s. 3d.; or including Christmas Number, £1 11s. 8d.	
	Three Months, 14s. 7d.; or including Christmas Number, 17s. 6d.	
ELSEWHERE.	Twelve Months (including Christmas Number),	£3 5s. 3d.
	Six Months, £1 11s. 6d.; or including Christmas Number, £1 13s. 10d.	
	Three Months, 15s. 6d.; or including Christmas Number, 18s. 3d.	

Subscriptions must be paid in advance, direct to the Publishing Office, 77, Strand, in English money, by cheque, crossed "The National Provincial and Union Bank of England, Limited"; or by Post Office Order, payable at the East Strand Post Office, to THE ILLUSTRATED LONDON NEWS AND SKETCH LTD., 77, Strand, London, W.C.2.



WHEN U-BOAT HUNTING WAS IN VOGUE: DEPTH-CHARGES ON A U.S. DESTROYER.  
Photograph by Illustrations Bureau.

# URODONAL



## TWO

things we have to contend with just now are WINTER and the STRESS of the late War. Both are liable to cause undermining of the constitution. The rigours of cold, damp, wet or windy weather, combined with the strain and anxiety of the past four years, make us all an easy prey to attacks of Rheumatism, Gout, Lumbago, Sciatica, Neuralgia and kindred ailments.

IT is of vital importance that the warning symptoms of Rheumatism (or any of the above-mentioned ailments) should find us on the alert, ready and determined to take the attack in good time, and to combat it, in order to prevent serious developments, of which Rheumatic Fever, Rheumatoid Arthritis, Rheumatic Gout, Asthma, Bronchitis are only a few of the many consequences and complications resulting from neglect of premonitory symptoms, which are invariably accompanied by excess of Uric Acid.

Those who regularly take URODONAL provide themselves with the best and most powerful weapon available for combating and defeating their arch-enemy—Uric Acid—and achieving the victory of PERFECT HEALTH.

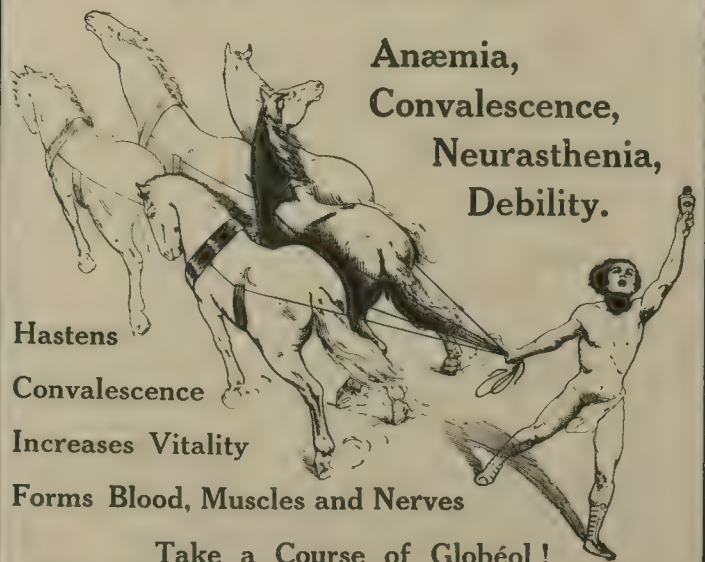
Price 5/- and 12/- per bottle.

Prepared at Chatelain's Laboratories, Paris. Obtainable from all Chemists and Stores, or direct, post free, 5/6 and 12/6, from the British Agents, HEPPELLS, Chemists, 164, Piccadilly, London, W.1. Full descriptive literature sent post free on application to HEPPELLS.

# GLOBEOL

## The Ideal Tonic.

Anæmia,  
Convalescence,  
Neurasthenia,  
Debility.



Hastens  
Convalescence  
Increases Vitality  
Forms Blood, Muscles and Nerves

Take a Course of Globéol!

### Medical Opinion:

"I can state positively that Globéol considerably curtails the period of convalescence. Generally speaking, it may be said to represent the standard specific for all diseases due to poverty of blood. It is a first-class tonic, and, unlike other agents of this nature, its action is constant. This is why we prescribe Globéol to a great number of our patients, inasmuch as this medicament presents no contra-indication, and is an effective means of combating poorness of blood."

Dr. ETIENNE CRUCÉANU, late "Interne" of Paris Hospitals.

Price 5/- per bottle. Prepared at Chatelain's Laboratories, Paris. Obtainable from all Chemists, or direct, post free, 5/3 and 30/4, from the British and Colonial Agents, HEPPELLS, Pharmacists, 164, Piccadilly, London, W.1, from whom also can be obtained, post free, the full explanatory booklets, "Scientific Remedies" and "Treatise on Diet."



## A Thousand Schools but which of them for your child?

**M**ANY, many considerations make the right choice of a school difficult for a parent to make. Such a choice is truly momentous. It demands exact knowledge of, for example, the traditions, records, culture and curricula of the school which is to train and influence your child's mind. It demands also that the school should be most fitted to develop the best in him or her. The question of cost may also be a consideration. How can you obtain this exact knowledge?

We, as educational experts, have given to this side of our profession the most careful study. Our knowledge of British Schools is much more acute and intimate than any prospectus can indicate. Our services in solving the problem of school selection are employed by many thinking parents both at home and abroad.

*We invite you to state your case to us.  
We will give you, in strictest confidence, our  
unbiased advice. But, if you desire, before  
doing so we will send you post free full  
explanation of our service in booklet form.*

### Truman & Knightley

SCHOLASTIC AGENTS—LTD—

158-162, OXFORD STREET, LONDON, W.



# BURGOYNE'S WINES OF EMPIRE

VINEYARDS OF AUSTRALIA  
VINEYARDS OF SOUTH AFRICA

By Appointment to King George V

## Adair's Ganesh Preparations

92, NEW BOND ST.,

(Oxford St. end).

LONDON, W. 1.

'Phone: 3782 Gerrard.

PARIS & NEW YORK.



A client writes:—"I find I simply cannot do without your Preparations. I have tried everything in the world, and find nothing that can compare with yours."

The **Ganesh Diable Tonic** is the best known Preparation for clearing, cleaning, and whitening the skin—it closes the pores and is an excellent wash for tired eyes. Prices: 5/6, 7/6, 10/6, 21/6 and 57/6 per bottle.

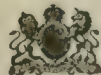
**Sample Bottle 1/- on mentioning this paper.**

Letters can be seen privately.

Send for Book of Advice.

## TRY IT IN YOUR BATH

BY  
APPOINTMENT



TO  
H.M. THE KING

### SCRUBB'S CLOUDY AMMONIA

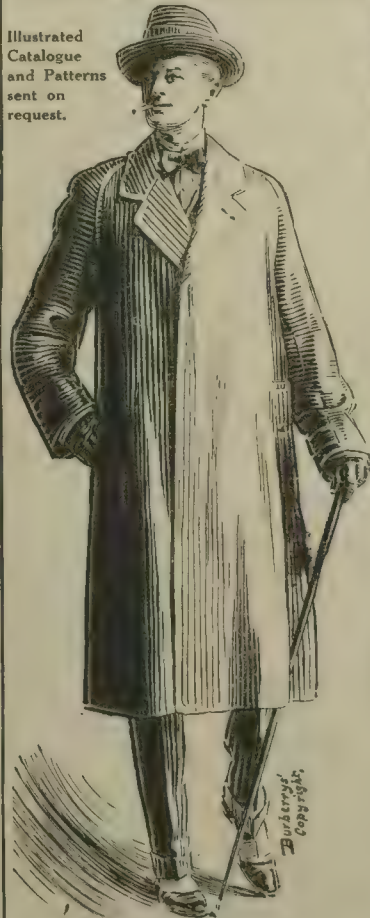
INVALUABLE FOR TOILET AND  
DOMESTIC PURPOSES

Price 1/4 per Bottle. Of all Grocers, Chemists, Etc.

The public are cautioned against the many injurious imitations of "Scrubbs Ammonia" that are being offered, and attention is drawn to the signature of Scrubb & Co. on each bottle, without which none is genuine.

SCRUBB & CO., LTD., GUILDFORD STREET, LONDON, S.E.

Illustrated  
Catalogue  
and Patterns  
sent on  
request.



## Burberry Weatherproof

holds pride of place for  
every phase of out-door life.

For 30 years Burberry Weatherproof has been exhaustively tested in all parts of the world, and has been found to be unfailingly efficient in its healthful protection against rain, sleet, cold, and other weather vicissitudes.

Being without rubber or other airtight agents, Burberry Weatherproof Topcoats are thoroughly hygienic, and are uniformly distinguished by their character and simplicity.

**Mufti or Military  
Kits in 2 to 4 days  
or Ready for use.**

**BURBERRYS CLEANING WORKS**  
Topcoats and Suits cleaned by Burberry processes. Weatherproof garments re-proofed. Prices on application.

**BURBERRYS' 1919 SALE**  
Weatherproof Topcoats, Suits, Gowns and Hats, for Men and Women  
**Until End of February.**  
Full List of Bargains sent on request.

Every Burberry Garment  
bears a Burberry label.

**BURBERRYS**  
Haymarket, LONDON S.W.  
8 & 10 Boul. Malesherbes PARIS  
and Agents in Chief Provincial Town

**Weatherall Burberry**

An easy-fitting, comfortable and becoming topcoat for business use or sport.



## THE CHRONICLE OF THE CAR.

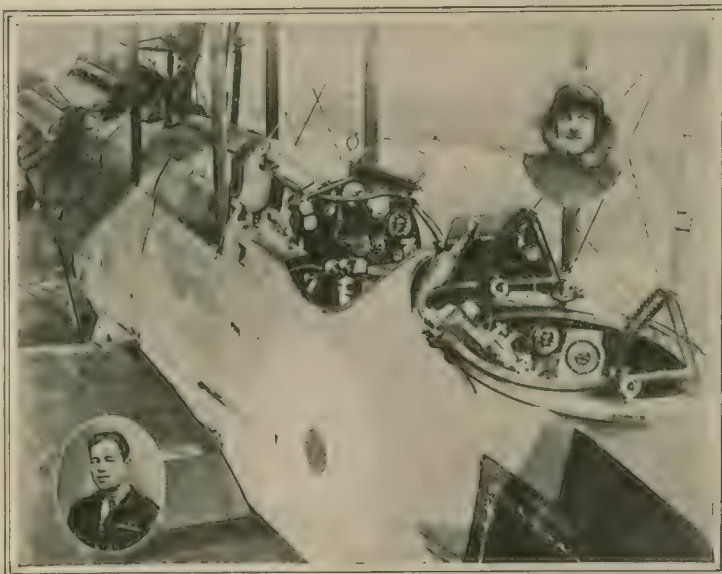
## Racing in the Isle of Man.

There is a report going the rounds that the R.A.C. intends to hold a road race in the Isle of Man some time during the summer of this year. So far, the rumour lacks confirmation, and I am unable to say whether there is any serious intent behind it. Much as I should like to see racing revived at the earliest possible moment, I am rather inclined to think that a race in the Island during this year would be a little premature. No one has any time to spare on the design of special cars for such a race, so that it would scarcely have the spectacular interest of the race of 1914 if that matters particularly. To my mind, a race on the lines of the old Tourist Trophy is far more informative to the general mass of the motor-buying public than any of the "special" event; and if it should be found possible to organise such a race, I am all for its being run. The difficulty seems to me to be that very few manufacturers will be ready with their post-war models, and the entry-list would not be a truly representative one. Nor is it likely that the idea of holding a race for pre-war touring cars would appeal to anyone except from the purely sporting point of view, which is one that does not operate very greatly in such an event as a long-distance road-race. Road-racing is an expensive game, in which the amateur cannot participate unless he has almost unlimited money behind him, and even then he stands very little chance against his trade competitors, with all their resources for construction and test of their racing cars. As the trade is not likely to enter until it is collectively satisfied that everything is ready for a resumption of racing—which I don't think will be this summer—I am afraid there is not much chance of a revival this year. Of course, there may possibly be reasons operating which are not apparent at the moment, but which are known to the Club and the S.M.T.T., and that we may, after all, have a race, but I should not like to risk much on a prophecy.

## The Future of Brooklands.

While on the subject of racing, there is little prospect of a reopening of Brooklands for racing this season. I have not been down there recently, but I am told the track is in a very bad condition, and will require a lot of repairs before it will be safe to race upon again. The heavy traffic of Army cars and lorries has ploughed up the cement, especially near the fork, until it is by way of being

of racing. I am afraid it is going to be a long job, though. Even before the war the track was getting very much the worse for wear, and there were some wicked bumps, especially behind the hangars and approaching the finishing straight. Four and a-half years of no repairs and heavy traffic would have played havoc with it, even if it had been in perfect condition to begin with; but, as things are, it is pretty bad. It could be patched up sufficiently to enable racing to take place late in the season, if the necessary labour is available, leaving the permanent repairs to be carried out after the October meeting; but I should say it would probably be better to forego racing this year, and have the track put in thorough order for 1920.



A UNIQUE PICTURE: AN EXTRAORDINARY ALTITUDE FLIGHT.

On January 3, a remarkable altitude flight was accomplished when Capt. Lang, R.A.F., pilot, and Lieut. Blowes, observer, reached the height of 30,500 ft., or nearly six miles up in the air, on a D.H.9 biplane, and the single engine was a Napier, known in the Air Service as the "Lion." Our photograph is unique, as it shows the fuselage of the machine, and the Napier engine can be plainly seen. On the front dash are the many gauges and instruments necessary on a machine of this type; and the rear compartment shows other gauges, gun-swivel, and the oxygen cylinders and apparatus which are necessary when flying at a very high altitude. Inset is a photograph of Capt. Lang (1) and Lieut. Blowes (2).

a very good imitation of a frozen sea. All the same, the executive intends to lose no time in making good the defects, and Lieut.-Col. Lindsay-Lloyd, the Clerk of the Course, is getting on with his programmes for resumption

The Treasury old friend may very soon pass away and be known no more. The present system of rating horse-power for taxation purposes is, it is said, to be modified, and another formula adopted which will give a fairer approximation to the real power developed than the comic rating in vogue now, which takes no account of stroke. The Treasury formula, which was evolved by the R.A.C. some years ago, assumes that stroke has no relation to h.p., and that, given two motors of identical bore, each will, of necessity, develop the same power. That is to say, the Rover engine, for example, with its dimensions of 80 by 130 mm., and the Hispano-Suiza, of 80 by 190, are both of 15.9 h.p., and thus pay accordingly. Which, as Euclid has it, is absurd. I know that specious arguments are advanced in proof of the thesis that the formula does give a decent approximation to power developed; but all the arguments in the world will not get over the fundamental fact that bench-tests actually demonstrate that stroke has a great deal to do with the matter. Nothing has been said as to what is to take the place of the present formula, and whether taxation in future is to be by weight, or how the amount to be levied is to be ascertained.

W. W.

Watchmakers. Established 1851.

## SMITH'S ALLIES WATCH LUMINOUS



FRONT ABSOLUTELY UNBREAKABLE.

SCREW IN SILVER CASE

EVERY WATCH WARRANTED.

With Hinged Case, £3 3 0

Please write for Special List of Accessories for the front.

S. SMITH &amp; SON, LTD.

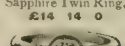
WATCHMAKERS OF THE ROYAL WARRANT.

6, GRAND HOTEL BLDGS, TRAFALGAR SQ., W.C.

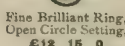
&amp; 68, PICCADILLY, W.



Fine Brilliant and Sapphire Twin Ring, £14 14 0



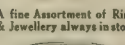
Fine Brilliant Ring, Open Circle Setting, £12 15 0



Fine Sapphire and Diamond Ring, £5 15 0



A fine Assortment of Rings &amp; Jewellery always in stock.



Fine Double Cluster Diamond Ring, £12 15 0

We give Highest Prices for Old Jewellery—Gold &amp; Silver.

Please write for Illustrated Leaflets—free on application.



## ALARM WATCH

The Alarm will arouse the Heaviest Sleeper.

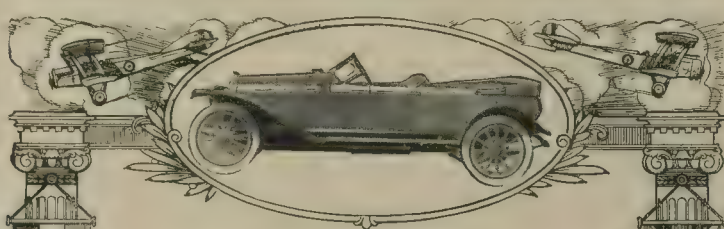
Luminous Alarm Watch. Perfect Timekeeper. The back of the case is arranged for standing on table in slanting position. Every Watch Guaranteed.

S. SMITH &amp; SON, LTD.

WATCHMAKERS OF THE ROYAL WARRANT.

6, GRAND HOTEL BLDGS, TRAFALGAR SQ., W.C.

&amp; 68, PICCADILLY, W.



THE

## DARRACQ POLICY

for their new cars can be embodied in three words

VALUE  
for  
MONEY

THE DARRACQ MOTOR ENGINEERING CO., LTD.,

Townmead Road, Fulham, London, S.W. 6  
West End Showrooms: 150, New Bond Street, W.1

## READY TO SERVE.

You are always sure of a dainty meal at a moment's notice if you keep a tin or two of "Jack Tar" Pilchards in the larder. They need no cooking—burn no gas or coal—waste no time. Just open the tin, turn out the delicate pilchards in their rich piquant tomato sauce, and serve. If a friend calls unexpectedly, so much the better. You can give him no more delicious fare than "Jack Tar" Pilchards.

JACK TAR PILCHARDS

Guaranteed by Angus Watson &amp; Co., Newcastle-on-Tyne.

Sold in  
Ones oval;  
Ones round;  
Halves round cans.



# BEAUTIFY & PRESERVE YOUR HAIR.

## The Ideal Wet Shampoo — Antiseptic and Protective.

TO PRESERVE the hair in health and lustre, nothing is better than a proper shampoo, but above all avoid cheap Shampoo Powders which are made of soda and other chemicals that rob the hair of its natural oil and make it brittle.

The greatest discovery for the hair is Ven-Yusa Shampoo Powder, which, in addition to being a shampoo of great refinement and captivating fragrance, is guaranteed entirely free from soda. Ven-Yusa Shampoo Powder also has the additional advantage of being an *antiseptic* cleanser.

This means that the hair which is treated regularly with Ven-Yusa Shampoos is free from those noxious germs that are the real cause of hair falling out and of diseases of the hair and scalp. After a wet shampoo with Ven-Yusa Powder the hair retains this antiseptic property and thus remains safe from the danger of infection for a considerable time.

Ven-Yusa Shampoo Powder is more than a mere cleanser. It is the Antiseptic and Protective Shampoo. Try one to-night.

## VEN-YUSA Shampoo Powders

3d. per powder or 1/6 per packet of 7. At all Chemists, Stores, Hairdressers, &c., or by post from C. E. FULFORD, Ltd., Leeds.



No treatment of the hair fulfils the teachings of modern hygiene so well as regular wet shampoos with Ven-Yusa Shampoo Powder.

## Every Sardine a Gentleman



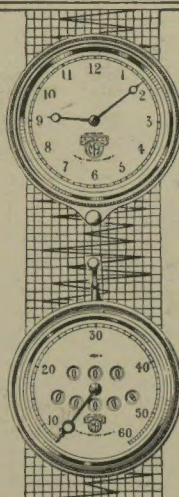
**OBAYO**  
REAL  
SARDINES

*The Elite of the Sea.*

AT HIGH-CLASS GROCERS.

Field & Co. (F.M.), Ltd.,

40-42, King William Street, London, E.C. 4



## Smith's Speedometers & Clocks

The most perfect, the most reliable, and the most durable Speed and Time recording Instruments in the world.

Under all conditions of weather or roads, and no matter the speed of the car, these instruments are absolutely rock steady and proof against vibration, however severe.

The Smith Speedometer and the Smith Bezel-Wind Motor Clock are a perfect match, and greatly enhance the value and appearance of any Car.

Write for particulars and prices to  
**S. SMITH & SONS (M.A.) Ltd.,**  
179-185, Gt. Portland St., London, W.1

**J.C. VICKERY**  
177 to 183  
REGENT ST.  
LONDON  
W.



Fine Diamond, Enamel and Gold R.A.F. Badge Brooch, £7 5s.  
Other Ditto, £8 15s., £11 18s. 6d., £21, £25 10s. &c.

Badge Brooches of all Regiments from 50/- to £50.



Diamond, Enamel, and Gold Army Service Corps Badge Brooch, with Silver Star, £7 18s. 6d.  
Ditto, Gold and Enamel, £3 12s. 6d.

*Catalogue of Useful and Lovely  
Gifts post free on application.*



15-ct. Gold and Enamel Tank Corps Badge Brooch, £2 10s.



15-ct. Gold and Enamel R.A.F. Badge Brooch, £3 7s. 6d. Smaller, £2 10s.



15-ct. Gold and Enamel Naval Crown Brooch, £2 10s.

**FINLAY'S**  
MATERITY  
COTS  
Layettes.  
Adjustable any size.  
SEND FOR FREE CATALOGUES & PATTERNS.  
H. FINLAY, 45, DUKE STREET,  
LONDON, W.1 (Facing Selfridges).



## DEEDS not words

are the best way of expressing your appreciation of the services rendered during the War by our Merchant Seamen. Funds are urgently needed to enable us to deal with the large number of applicants who are on our pensions waiting list. How much will you give towards making provision for those who bravely faced the perils of war-time navigation to bring your food—or in the case of decease, to make provision for their dependents?

Your help is needed at once. Fill in the contribution form and post your donation to-day.

..... CONTRIBUTION FORM, .....

To the SECRETARY, Mercantile Marine Service Association, Tower Building, Water Street, LIVERPOOL (Incorporated by special Act of Parliament). In appreciation of the gallant efforts and noble sacrifices of our Merchant Seamen, I enclose the sum of £ : : , towards the funds of your Association.

Name.....

Address.....

Cheques or Postal Orders should be made payable to the Mercantile Marine Service Association, and crossed "Bank of Liverpool, Ltd.," not negotiable.





**Ration Hints**



By APPOINTMENT.

## An ECONOMICAL Sauce.

Owing to the QUALITY and concentration of its ingredients, a little LEA & PERRINS' SAUCE goes a long way, and it is therefore most ECONOMICAL in use.

Lea & Perrins

# Stephenson's

# Floor Polish

*"Preserves & Beautifies."*





*CHARMING MID-SEASON HAT, made in silk petersham ribbon, with smart new shaped brim, trimmed band of ribbon in contrasting colour. In black, navy or nigger.*

Price  $4\frac{1}{2}$  Gns.

## DEBENHAM & FREEBODY

Wigmore Street (Cavendish Sq.), London, W.1.

## PULLARS

### for cleaning Household Furnishings



Many homes, closed during the war, are being reopened, and there is now a rush to have Blinds, Cretonne & Chintz Covers, Cushions, Curtains, Quilts, Blankets, and Carpets Cleaned or Dyed.

Pullars of Perth, with their hundreds of highly-trained workers and modern plant, are equipped for handling all such orders. Orders received at any of Pullars 4000 Agencies or Branch Offices.

Return carriage paid on all orders sent direct to—Pullars

### Cleaners & Dyers Perth

### HOME LIGHTING.

If you have no good source of lighting supply, or are dissatisfied with present Petrol Gas Generator, apply for particulars (sent free of charge) of

### SPENSERS' SILVERLITE GENERATOR.

fitted with all up-to-date improvements. Perfectly satisfactory under all conditions and installed under rigid guarantee. Address—

SPENSERS, Ltd., 53a, South Molton Street, W.1.  
119, George Street, Edinburgh.

### Brolt

Interesting Catalogue free on Request.

Electric Self-Starter.

Start your new car right. Have it fitted with a "Brolt" Starter. It sets the engine running— instantly and every time.

BROWN BROTHERS, LIMITED.  
50-51 Great Eastern Street, E.C.2  
Showrooms: 15, Newman Street, W.1



### A LAW FOR THE RICH.

#### Equal Opportunities for All.

The rich have been said to be governed by a different law from that of their poorer brethren, but present conditions will insist upon a more equitable distribution of good things.

Real Turtle Soup will not be reserved for the better classes, but will be used universally in the form of Turtlekon as a luxury within the reach of all.

Turtlekon is made at Delectaland, Watford, where Freemans Devonshire Custard and other pure foods are prepared, and also where Vi-Cocoa comes from.

A request to the Editor of the *Delecta Magazine* will bring you this bright House Organ in the course of post.

## Hindes

## HAIR TINT

Tints grey or faded hair any natural shade desired—brown, dark-brown, light-brown, or black. It is permanent and washable, has no grease, and does not burn the hair. It is used by over three-quarters of a million people. The highest medical certificate accompanies each bottle.

2/6 per Bottle.

Of all Chemists, Stores, and Hair-dressers, or direct from

Hindes & Ld., Patentees and Manufacturers of Hindes Hair Wavers, 1, Tabernacle Street, City, London.



WHERE THE PAIN STRIKES

## ZOX

CURES NEURALGIA

FREE! send stamped addressed envelope—Mention this paper

ZOX CO., 12, Hatton Garden, London.




### THE MEXICAN HAIR RENEWER.

Do not let Grey Hairs appear.

Restores Grey or White Hair to its original colour, where the glands are not destroyed. Prevents Dandruff, and the Hair from coming out. Restores and Strengthens the Hair.

IS NOT A DYE.

Sold Everywhere.



### HIMROD'S CURE FOR ASTHMA

Gives instant relief from Catarrh, Asthma, etc. The Standard Remedy for over 40 years.

At all chemists 4/3 a tin.

### HIMROD'S CURE FOR ASTHMA

Gives instant relief from Catarrh, Asthma, etc. The Standard Remedy for over 40 years.

At all chemists 4/3 a tin.

### Culleton's Heraldic Office

92, PICCADILLY, LONDON.

Arms and Pedigrees of English and Foreign Families.

Genealogical Researches in Public Records.

PEDIGREES ENGROSSED AND EMBLAZONED

Seals, Rings, Dies, Book-plates (ex-libris) Engraved.

ARMORIAL STAINED GLASS. MEMORIAL TABLETS.

Sketches and Designs for all purposes.



## MAZDA

Drawn wire

Mazda on the lamp means Economy in the meter

Sold by all Electrical Contractors, Ironmongers and Stores.

The British Thomson-Houston Co., Ltd., 77, Upper Thames Street, E.C.

## ELECTRIC LAMPS



## SOUTH AMERICA

## WEST INDIES

## SPAIN PORTUGAL

## PANAMA BERMUDA

## CENTRAL AMERICA

## GIBRALTAR MOROCCO

## ATLANTIC ISLES EGYPT

## STRAITS CHINA JAPAN

## THE ROYAL MAIL STEAM PACKET CO

## 18 MOORGATE STREET LONDON E



## Myers' Silver Series

A NIB TO SUIT YOUR HAND



ALL ADMIRE MYERS' PENS

"THE PENS THAT GLIDE"

ASSORTED SAMPLE BOX

Post Free 10d. from Manufacturers,

M. MYERS & SON, Ltd., Charlotte St., Birmingham.

A Laxative and Refreshing Fruit Lozenge FOR

## CONSTIPATION

Gastric and Intestinal Troubles

## TAMAR INDIEN GRILLON

67, Southwark Bridge Road, London, S.E.

Sold by all Chemists, 3/- a box.



Soft Delicate and Soothing  
as the Melodious Spinnet of Old

# Spinnet

## Smoking Mixture

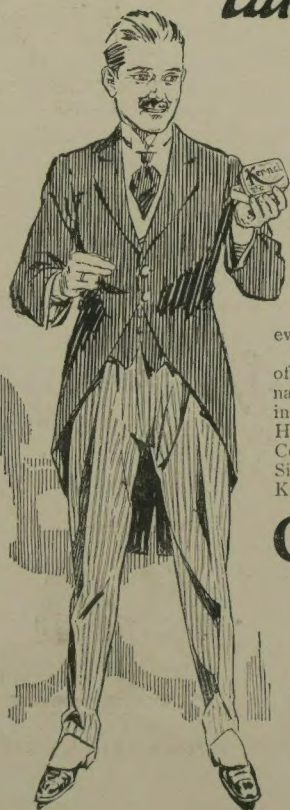
A Perfect Blend  
of Choice Tobaccos  
2oz. Packets/11  
also in 1oz. & 4oz. Pkts.

The SUPER CIGARETTE.  
Spinnet Corked Tipped 20 for 1/4



R & J. HILL LTD.  
LONDON.

*"After a Meal I always  
take Ker-nak"*



**A**N excellent rule to adopt! Keep the digestive organs in proper working order and good health is the result.

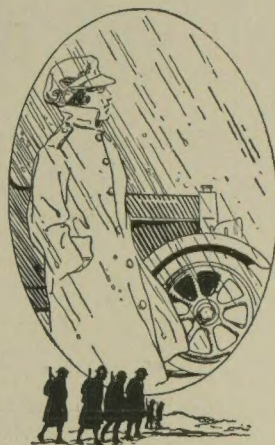
Ker-nak is a novel and natural medicine, in pill form, which checks any tendency of the Liver and Bowels to get out of order. It works in such a gentle, soothing way that its action is almost imperceptible except for the benefit it unmistakably brings, even to the most sensitive stomach.

Ker-nak maintains the correct working of the digestive organs. Food is thus naturally assimilated, and does not ferment in the intestines to cause Biliousness, Headache, Indigestion, Loss of Appetite, Constipation, Palpitation, "Travelling" Sickness and "Liverishness." Taking Ker-nak every day is the easy natural way to

## Good Health



1/3 or 3/- a box at all Chemists and Drug Stores, or by post direct from the Ker-nak Natural Remedy, Ltd., Leeds.



## Through Hail Rain Frost and Snow.

**N**O matter what the weather is, duty must be done — consistently, painstakingly and thoughtfully.

Every minute of the day disease germs are awaiting a sign of weakness in the defence put up by the system—a lowering of the vitality, due to exertion, exposure, or sudden change of temperature—in order to attack.

Therefore always keep handy a box of Evans' Pastilles, and take one or two whenever there is the slightest danger.

# EVANS' Pastilles

The effective precautionary measure against the microbes of Influenza, Catarrh, Pneumonia, Diphtheria, etc.



*The Bacillus Influenzae causes Influenza, but readily succumbs to the influence of Evans' Pastilles. Illustrated from a photo-micrograph taken at our Runcorn Laboratories.*

The unique antiseptic properties of Evans' Pastilles strengthen the vocal cords, allay and prevent irritation of the throat, and loosen any mucous secretions (phlegm) which may be present.

You can always recognise genuine Evans' Pastilles by the "raised bar" on each pastille—a patented mark which no other pastille possesses. Evans' Pastilles are the

best and are worth protecting from substitution.

Buy a tin to-day for your own use, and send another to the 'Front.' Evans' Pastilles are splendid for service conditions.

Obtainable from all Chemists. **1/3 per tin.**

EVANS SONS LESCHER & WEBB, LTD.,  
56, Hanover Street, Liverpool, and at 92,  
William Street, New York. Sole Agents for  
Canada: The National Drug and Chemical Co.  
(of Canada), Ltd., Montreal and Branches.



## Gastric Ills

Repaired by Food.

IN Indigestion and Dyspepsia dietary is all-important. A weakened digestive process can only be nursed back to healthy action by suitable food.

The Most Successful.

The 'Allenburys' DIET is the required food. The constituents are pure, rich milk and whole wheat in a partially pre-digested form. It appeals to the jaded appetite, strengthens digestion, nourishes and restores the whole body.

Time and Trouble Saved.

Add Boiling Water Only and the 'Allenburys' DIET is instantly ready for use.

A DOCTOR writes:

"Gentlemen—I tried, with very great success, your DIET in an intractable gastric and intestinal case. I verily believe it was the means of saving the man's life, for he could digest nothing until I gave him your DIET."—M.B.



D19

Obtainable of all Chemists  
Allen & Hanburys, Ltd., London.

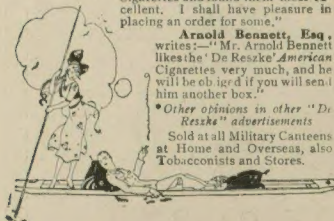
## "De Reszke" AMERICAN CIGARETTES

"De Reszke" American Cigarettes have won the whole-hearted admiration of many notable men and women. The following\* is a selection of the many opinions given:—

Oscar Asche, Esq., writes:—"I have tried the 'De Reszke' American Cigarettes and found them most excellent. I shall have pleasure in placing an order for some."

Arnold Bennett, Esq., writes:—"Mr. Arnold Bennett likes the 'De Reszke' American Cigarettes very much, and he will be obliged if you will send him another box."

\*Other opinions in other "De Reszke" advertisements  
Sold at all Military Canteens at Home and Overseas, also Tobacconists and Stores.



"INDISPENSABLE TO CLEANLY PEOPLE."

**SOTOL**  
Antiseptic Mouth and Throat WASH (and Nasal Douche)  
1/6 or 2/9  
Where otherwise unobtainable, apply for direct supply, post free, Western Dental Mfg. Co., Ltd., 74, Wigmore Street, London, W. 1.



The Whisky for Connoisseurs.

## TUCKEY'S

TEN YEARS OLD  
PURE MALT WHISKY

Soft, Mellow, Old Pot  
Still Scotch Whisky.

"The Lancet" says:  
"It is well adapted for dietetic purposes, owing to its purity and quality."

Chas. Tuckey & Co., Ltd.,  
London Offices: 13, Mincing Lane, E.C.3



Safety first!

Aldemint Antiseptic Throat Tablets (Comp. Lactose & Formaldehyde) are an effective protection against the germs of Influenza, Pneumonia, and all Laryngeal ailments.

## Aldemint

is sold in bottles containing 50 tablets, 2/- of all Chemists. Directions: Allow one tablet to slowly dissolve in the mouth at intervals.  
SOUTHALL BROTHERS & BARCLAY, Ltd.,  
Manufacturers of "Vitalizer",  
Lewins Priory, BIRMINGHAM.

## BAILEY'S TURNSTILES,



TURRET CLOCKS,  
PUMPS AND VALVES,  
&c., &c.

Sir W. H. BAILEY & CO. LD.  
ALBION WORKS, BIRMINGHAM



## The Case for Gas Lighting

LEADING scientific authorities have on hygienic grounds recommended the illumination of factories, workshops and living rooms by incandescent gas.

When in addition it is remembered that gas costs far less than any other illuminant and gives greater efficiency, while its production helps to conserve coal and recover by-products as valuable in peace as in war, the case for its adoption is strong.

Full information from

THE BRITISH COMMERCIAL GAS ASSOCIATION

47 Victoria Street, Westminster, S.W.1

Xs8e



### CAUTION.

See that the name "FOX" is on the metal discs (right and left) attached to every genuine pair of FOX'S New Non-Fray Spiral Puttees, thus—



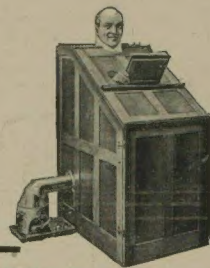
Patentees and Sole Manufacturers—  
FOX BROS. & Co., Ltd., (Dept. B)  
Wellington, Somerset.

Agents for United States—MANLEY & JOHNSON,  
950-952, West Broadway, New York, U.S.A.

# FOX'S "F.I.P." PUTTEES

NEW NON-FRAY SPIRAL (Patented).

Regulation Heavyweight — 10/-  
Extra Fine Lightweight — 10/-  
Extra Fine Light Shade — 11/-



## TURKISH BATHS AT HOME

All the delights and benefits of Hot Air, Steam, Perfumed, and Medicated Baths can be enjoyed privately in your own room with one of our Patent Folding Bath Cabinets. They embrace every desirable feature, and possess many exclusive advantages.

The recognised treatment for the cure & prevention of Colds, Influenza, Rheumatism, Lumbago, Sciatica, &c.

Write for "BATH BOOK," B7.

J. FOOT & SON, LD., 171, New Bond St., London, W. 1.

Petrol Economy with the

## CLAUDEL HOBSON CARBURETTER PROVED!

Read this extract from the "Commercial Motor," 8th March:

"Very many American convoys were consuming an average of 52 litres per 100 kilom., while the French lorries averaged from 30 to 32 litres. It was therefore decided to scrap the American carburetter in favour of one of French make. AFTER

A PUBLIC COMPETITION, CLAUDEL-HOBSON SECURED THE CONTRACT."

SUPPLIED TO ADMIRALTY & WAR OFFICE

H. M. HOBSON, LIMITED,  
29, Vauxhall Bridge Road, London, S.W. 1.

DELICIOUS COFFEE.

## RED WHITE & BLUE

For Breakfast & after Dinner.

## Oakey's "WELLINGTON" Knife Polish

The Original Preparation for Cleaning and Polishing Cutlery and all Steel, Iron, Brass, and Copper articles. Sold in Canisters at 3d., 6d., & 1s., by Grocers, Ironmongers, Oilmen, &c. Wellington Emery and Black Lead Mills, London, S.E. 1.

## NEWTON, CHAMBERS & CO., LTD.

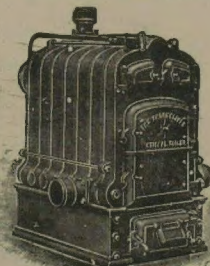
Thorncliffe Ironworks, Near Sheffield.

Established 1793.

Telegrams: "NEWTON, SHEFFIELD."

Telephone 2200, Two Lines.

MANUFACTURERS OF ALL KINDS OF HEATING APPARATUS.



BRANCH OFFICES

LONDON: Brook House, 10-12, Wallbrook, E.C. MANCHESTER: Grosvenor Buildings, Deansgate. LIVERPOOL: 1-50, Lord Street, W. SHEFFIELD: Moorhead.